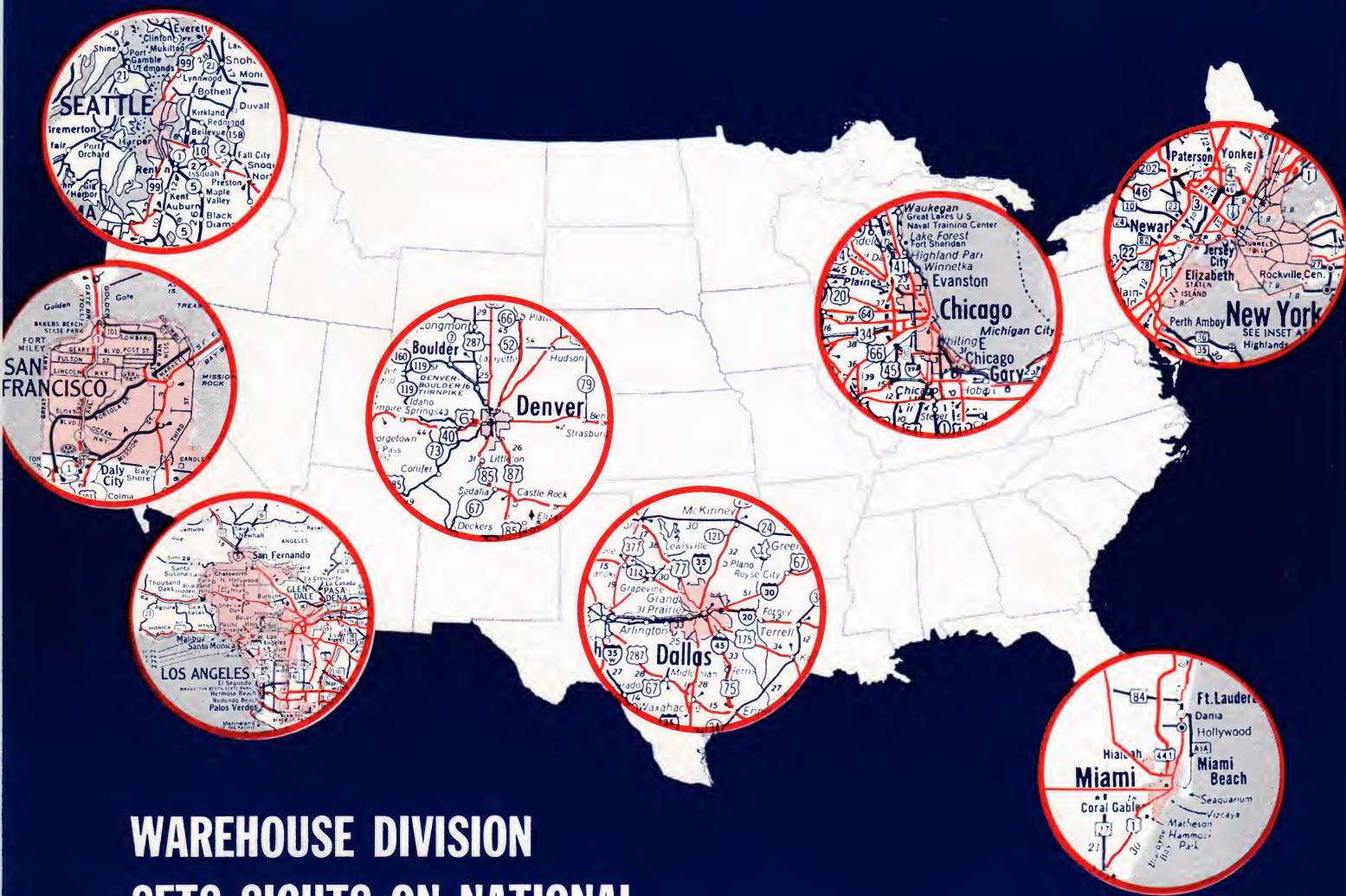


THE INTERNATIONAL
Teamster
DEDICATED TO SERVICE

MAY, 1962



**WAREHOUSE DIVISION
SETS SIGHTS ON NATIONAL
CONTRACTS WITH FIRMS
OPERATING NATION-WIDE**



The Teamsters Salute Minneapolis

MINNEAPOLIS, 25th ranking U.S. city in population with 481,026 residents, had its beginning when a Franciscan missionary, Father Louis Hennepin, carved the coat of arms of France in an oak tree alongside St. Anthony Falls on the Mississippi. For the past 280 years the area has experienced a steady growth.

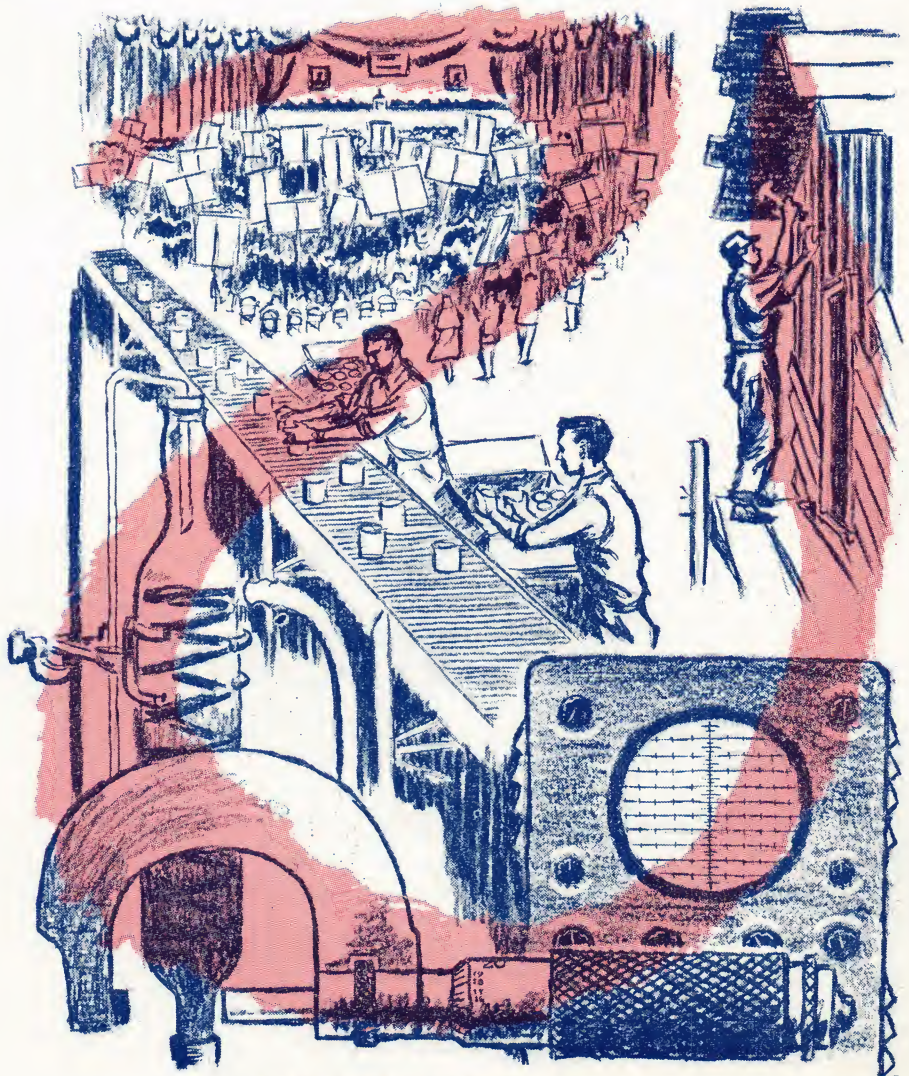
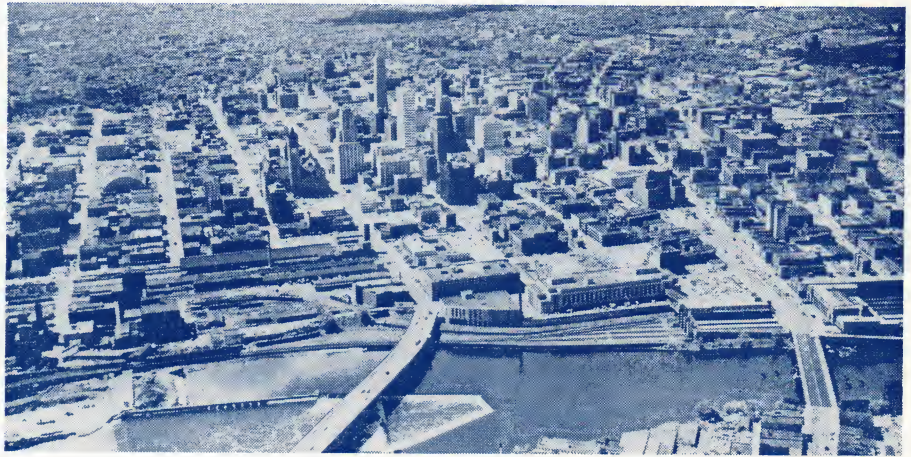
First called St. Anthony after the falls, discovered by Fr. Hennepin, Charles Hoag gave the town its present name in 1852. He coined it by shortening an Indian name, "Minnehaha" (falling water) and adding the Greek word "polis" (city). Thus it is, literally, "City of Falling Water."

In 1867 Minneapolis experienced a catastrophe when an explosion and fire wiped out the thriving flour mills powered by the falls and fed from the waving grain fields of the expanding West. New mills were built and today, with its sister city, St. Paul, it constitutes the largest flour milling complex in the U.S.

In addition to the flour-milling industry, the city ranks as the second largest producer of scientific and precision instruments and has contributed significantly to the U.S. space effort. Other major industries are meat packing, railroad shops, food products processing and "front office functions" for the upper Midwest, of which it is the distributive center.

With neighboring St. Paul it constitutes "The Twin Cities" and preserves the state's "Land of 10,000 Lakes" motif with beautiful bodies of water dotting its 6,000 acres of public parks. A favorite convention city (400 annually), it is served by seven air lines, nine rail lines and is the third largest trucking center of the nation with 115 carriers and freight-forwarding firms operating in four big terminals. The booming area has experienced the nation's largest increase (115.7%) in suburban population outside any central city. The Twin Cities' metropolitan area population is now close to a million and a half.

Meeting the transport and related needs of the area are the 28,750 members of the 14 local unions in Teamsters Joint Council 32. To all Minneapolis, a midwest-sized salute!



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THE INTERNATIONAL Teamster DEDICATED TO SERVICE

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Volume 59, No. 5

May, 1962

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Roster of the Damned

I AM SURE that the liberal camp and certain members of the labor community are by now completely intoxicated by President Kennedy's display of force in bringing the steel industry to its knees. There are those, I am sure, who realized a life-long ambition of seeing big steel challenged and beaten.

To those so intoxicated with what may be a new era of trustbusting, it is quite evident that they haven't realized the sobering fact that such action by the Administration may well have signaled a turn in government which will prove highly dangerous to our free society.

Even the liberal must admit that authoritarianism from the left is as much tyranny as is authoritarianism from the right.

The first warning came at President Kennedy's "steel" press conference. Kennedy noted a statement by Edmund F. Martin, president of Bethlehem Steel "in which he stated—though now he says he's misquoted—that there should be no price increase—and we are investigating that statement."

This remark at first sounded more like a reflection of Kennedy's anger and frustration at having been stabbed in the back by "big steel" than like a serious proposal. It later became clear that if the President had not meant it, he was at least taken seriously by his brother Bobbie, the attorney general.

At 3 a.m., the Thursday morning after the press conference, the telephone rang at the Philadelphia home of Lee Linder, an Associated Press reporter who had covered the Bethlehem annual meeting at which Martin's statement had been made. Linder thought it was a joke when the voice at the other end said it was the FBI acting on orders of Bobbie Kennedy.

A verifying telephone call by Linder made it clear that this was no joke, and that the FBI wanted to talk to him about Martin's statement.

Linder suggested the FBI wait until morning, but the agents persisted. According to Associated Press: "Two FBI men arrived at Linder's home at about 4 a.m. Linder was awakened again, along with his wife, by loud knocking on the door. The agents talked with him less than an hour."

ANOTHER NEWSMAN, John Lawrence of the *Wall Street Journal*, received similar treatment at 5 a.m. The indecencies had just begun.

According to the *Wall Street Journal*, April 16, 1962: The President opened a Friday war council at the White House with an admonition to his top officials that "it is very important we not take any action that could be interpreted as being vindictive." Yet Governmental efforts which might unnerve many a businessman were already in full swing.

Agents of the chief counsel's office of the Internal Revenue Service were ordered on Wednesday to make an intensive check of U. S. Steel's option plan, which has existed for years to give incentive benefits to that company's executives. Investigators of the tax agency's intelligence division reportedly began an audit of tax reports of other top steel executives.

FBI agents, working day and night, visited the offices of a number of steel companies, trying to build evi-

dence for the criminal anti-trust investigation by a grand jury in New York.

THE BURDEN of explaining what the income tax returns of steel executives have to do with the price of steel, or for that matter, why newsmen must be awakened in the middle of the night to answer routine questions, must remain with Bobbie Kennedy.

However, until that explanation is forthcoming, it would seem that the agencies and processes of administering the criminal law have been turned into political weapons to be brought into play when things are going badly or a vendetta must be satisfied.

One could no less imagine that Dick Nixon's income tax return might be audited in retaliation for some low blows of the campaign than that the steel executives would be so honored for having ordered a price increase. Yet, it appears to be happening here.

Murray Kempton, columnist for the *New York Post*, may well have best described the police state concept of the Kennedy administration when he wrote:

The President, for all his charm and grace, lives in a very simple world. He respects the man who tells him the truth and he never forgives the man he thinks double-crossed him. The Kennedys love and hate with equal depth of passion; the United States Steel Corp. has affronted the President as a patriot and insulted John F. Kennedy as a man. One thinks of Robert Kennedy taking down his roster of the damned and writing in large letters above the name of James Riddle Hoffa that name of Roger Blough.

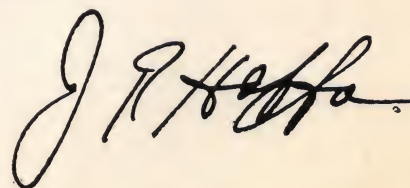
The pattern is clear: Don't antagonize the President or he'll put his little brother on you; and in this case, "little brother" just happens to be armed with all of the artillery of the Department of Justice.

ONE CAN IMAGINE how uncomfortable certain labor leaders, particularly, might be made to feel if they chose to defy the President in future expeditions into the battlefield of collective bargaining. For that matter, in the light of the above revelations, who knows but that David McDonald may not have already felt such discomfort.

For in the labor relations area there have been enacted a group of criminal statutes which if read literally might include the most innocent of acts. Indictments under such poorly drafted statutes are simple for the Justice Department to obtain, and while dismissals or acquittals might follow, the stigma of being indicted, the possibility of conviction, as well as the cost of defending such prosecutions could easily persuade labor leaders to fall in line with the administration's recommendations for bargaining, even though sincere disagreement might exist concerning the administration's proposals.

To date, this style of administration of justice has been reserved for Teamsters, with some members of the liberal-labor community looking on in delight, and others feeling somewhat embarrassed and guilty about their own silence.

Perhaps the broadening of the "damned" to include steel executives may make some of labor's top brass more aware of the thinness of their immunity from the Administration's vengeance.





FROM the FIELD

Teamster Helps Settle Strike

An example of how the AFL-CIO increasingly calls upon the Teamsters Union for help was high-lighted editorially in the San Francisco *News Call-Bulletin* last month.

The newspaper gave "particular credit" to Jack Goldberger, Teamster General Organizer, for successfully entering negotiations as a third party to help settle a strike of cemetery workers after 28 days.

The cemetery workers, incidentally, came out with a contract giving them an \$18 weekly raise over three years along with some fringe benefits.

Teamsters Move Hospital In Day

F. A. R. Hoffeditz, president of the Memorial Osteopathic Hospital of York, Pa., recently sent a warm letter of appreciation to Teamsters Local 430 in York.

Hoffeditz was saying "thanks" for a joint samaritan effort by Local 430 members and the York Motor Carriers Assn., in moving the property and equipment of the hospital from one end of the city to a new location at the other end of town—gratis.

The hospital official, in his letter to Wilbert Godfrey, president of Local 430, wrote in part:

"Their (Teamsters) untiring effort made possible the completion of this move with more speed and efficiency than we had believed possible."

More than 300 Teamster members started the transfer at 8 a.m. Less than six hours later, the hospital—including patients—was moved.

Denver Locals In Credit Union

Nine Teamster Locals in Denver, Colo., have chartered a credit union according to Charles F. Lindsay, president of Joint Council 54.

The Denver Teamsters Credit Union will offer a systematic savings program through payroll deductions, offer loans at one per cent a month on the unpaid balance, and fully insure members on any loan transaction.

Five Elections Won At Rochester

Teamsters Joint Council 34 in St. Paul, Minn., was especially proud this month following victories in five representation elections involving Local 874 of Rochester, Minn.

A total of 83 new members were gained in the elections held at five auto garages.

Organizers Darby Peterson and Don Shaver of the Central Conference of Teamsters handled the organizing drive for No. 34.

Gibbons Urges Shorter Week

Harold J. Gibbons, IBT executive vice president and secretary-treasurer of Teamsters Local 688 in St. Louis, Mo., has called for a shorter work week to help stem unemployment.

Speaking before the Jewish Community Center in St. Louis, Gibbons urged revision of the federal Wage and Hour law to provide over-time pay after 32 hours. He also favored revision of the Social Security law to give full retirement benefits at the age of 60.

Teamster Cited In Water Rescue

Donald V. Sylvia, a member of Teamsters Local 59 in New Bedford, Mass., took a deep breath and dived into the ice-cold waters of a river last March to save a would-be suicide.

Ernest Tripanier, Local 59 secretary-treasurer, said the Union recognized Sylvia's bravery with a citation.

The incident occurred as Sylvia was sitting in the cab of his truck, waiting to cross the New Bedford-Fairhaven bridge. He saw a man climb onto the bridge rail and jump into the waters below.

Sylvia turned off his truck motor, leaped from the cab, and within seconds was in water so cold that it nearly took his breath away.

A passing patrolman armed with a long rope helped pull the truck driver and the water victim to shore. At one point, Sylvia said, the water was so cold he didn't think he'd make it.

Sylvia suffered sore shoulders in the ordeal while the man he rescued was hospitalized for shock and exposure.

Joint Council 71 Publishing Paper

The *Southwest Teamster*, official organ of Teamster Joint Council 71 in Phoenix, Ariz., has joined the ever-growing list of IBT publications with its first issue recently.

To be published monthly, *The Southwest Teamster* will be distributed to all members of affiliated Local Unions in Arizona, New Mexico, and El Paso, Tex. The editor is B. M. Waggoner.

An editorial in the first issue said the purpose of the publication was to "keep all Teamster members within (the council's) jurisdiction advised as to the activities within their own Local Union and area as well as the happenings in other areas with which they are associated."

There are now seven newspapers—in addition to numerous newsletters—distributed regularly within the Western Conference of Teamsters.

Teamster members and their families often play important roles in the communities where they live, making contributions to the contentments of daily life.



Freight locals plan for bargaining in 1964.

1964 Target Date

For Nation-Wide Freight Contract

A NATION-WIDE agreement in over-the-road freight and local cartage is the goal of the International Brotherhood of Teamsters as a result of a two-day exploratory meeting in Chicago last month at which a motion to strive for such an agreement was unanimously passed.

The meeting was attended by all IBT general organizers, the presidents of joint councils from across the land, and personnel representing over-the-road and local freight unions.

Teamster General President James R. Hoffa told the group that through standardization of language and wages in area-wide master freight agree-

ments, 85 per cent uniformity of contracts has already been achieved. The high percentage of uniformity from one area contract to another was demonstrated in comparative data supplied by the IBT research department.

All area-wide over-the-road and local cartage agreements expire at approximately the same time in 1964.

"Where Do We Go in 1964?" was the theme of the meeting as Hoffa encouraged all delegates to express themselves as for or against nation-wide bargaining at the first session of the two-day affair.

Delegate after delegate arose to speak and present examples of what

area-wide bargaining had brought to their memberships. All were frank to admit that present standards of wages and benefits could not have been achieved except by area-wide bargaining.

Exploring the problems of nation-wide bargaining, the delegates heard from Teamster lawyers who pointed out that under the secondary boycott penalties and provisions of the Landrum-Griffin Act, nation-wide bargaining is the only method under which employer strength can be matched.

The importance of a centralized Teamster bargaining position was further stressed by Hoffa who related that trucking associations and employer groups are already hard at work informing member employers of ways of breaking up Teamster bargaining strength.

The way to meet such employer resistance, Hoffa reminded delegates, is with the basic concept of trade unionism. "Solidarity," he said, "is the guideline for unionism and it is the guideline which makes it obvious that a national contract with the trucking industry is our only choice."



Delegates Debate:

National Agreement



IOWA
Elvin Hughes



NEW YORK
Nick Robilloto



CONNECTICUT
Fred Roberto



NORTH
CAROLINA
Loye Young



INDIANA
Norman Murrin



NEW YORK
John Strong



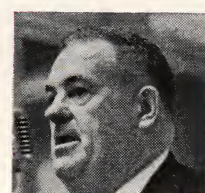
OREGON
Clyde C. Crosby



ILLINOIS
Vice President
John T. O'Brien



ARKANSAS
Odell Smith



PENNSYLVANIA
Ed Battisfore



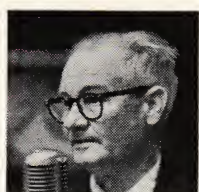
MISSOURI
Pete Saffo



PENNSYLVANIA
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John B. Backhus



OHIO
William Presser



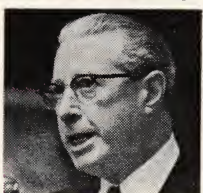
TEXAS
J. M. Waltrip



MINNESOTA
Jack Jorgensen



MICHIGAN
Robert Holmes



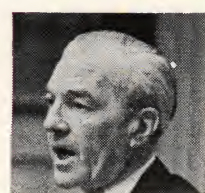
CALIFORNIA
Vice President
Joseph Diviny



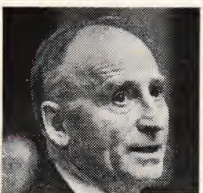
WISCONSIN
Emmett E. Terry



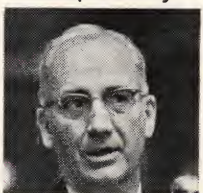
MISSOURI
Roy Williams



NEW YORK
Vice President
John O'Rourke



MASSACHUSETTS
Nicholas P.
Morrissey



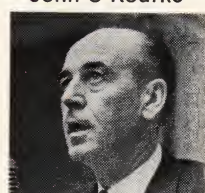
NEBRASKA
Albert S. Parker



DISTRICT OF
COLUMBIA
Vice President
Thomas E. Flynn



TEXAS
Vice President
Murray W. Miller



TEXAS
Randall Miller



General President James R. Hoffa addresses opening session of the Warehouse Division at recent Florida meeting.

Warehouse Division

To Work Toward National Agreement

Teamster Local Unions with members employed in grocery warehouses have taken the first big step toward getting national agreements with each of eight major grocery chains.

One hundred delegates approved the program at an IBT National Warehouse Division meeting in Miami, April 2-4. The Division was instructed to secure national contracts for warehouse employees of A&P Tea Co., Safeway, National Tea, First National, American Stores, Allied Supermarkets, Food Fair, and Colonial Stores.

General President James R. Hoffa addressed the delegates on the first day of the meeting. He stressed the need for national warehouse contracts for purposes of "equalization, organization, and economic action."

Hoffa explained that more and more grocery chains indicate they are going to further centralize their warehouse operations. That means more automation and more drop-off shipments. Also, Hoffa said, management's long-range plans clearly provide for a master warehouse system at the center of a 500-mile radius, soaking up the work of smaller warehouses that will vanish.

Another reason for the need of national agreements, Hoffa said, is that present statutes seriously reduce the bargaining strength of Local Unions.

He told the delegates: "There isn't a major chain store in America that can't kick the brains out of one Local"—no matter how big or strong that Local Union might be.

Executive Vice President Harold J. Gibbons, chairman of the National Warehouse Division, keynoted the work sessions by reminding delegates that the Teamsters Union "has made tremendous strides in contract uniformity."

The Division's policy committee endorsed a recommendation for the national contract program featuring two points: (1) The master agreement will cover non-cost language, and (2) Local Union addenda will cover the cost items. The arrangement will necessitate forwarding of power of attorney from the Local Unions to the national negotiators.

The committee was impressed by the fact that a master national contract gives Locals additional strength after agreement because grievances on the addendum can be handled at the national council level. Additionally, both a joint national committee and negotiating committees will be composed of representatives from pertinent Local Unions. Strangers will not be doing the negotiating.

Delegates discussed the proposal extensively during the general sessions which were held by chains after the

first day. In almost every illustration of a knotty problem posed by the speakers, it was shown that Local Union contract addenda could adjust any conflicts in multi-warehouse contracts for any given area.

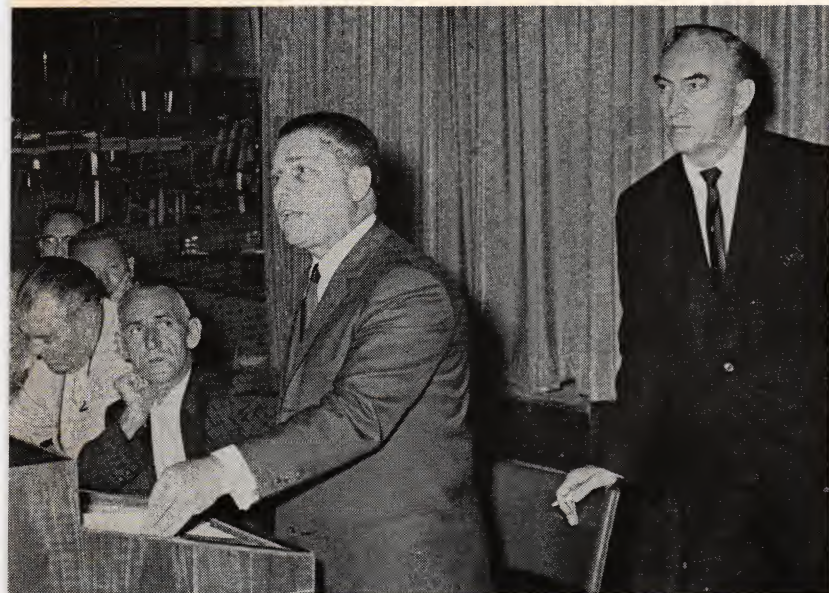
It was resolved by the delegates that there should be a drive toward na-

Automation in Warehousing

A system that may revolutionize truck loading and unloading, platform operations, and movement of freight in warehouses is under development by the Bell Aerosystems Co.

Called "Air Conveyor," the system operates on a compressed air principle to lift palletized or containerized loads. The loads, supported by air bursting from floor valves, can be moved around as though gliding across smooth ice.

The Bell company claims the system will permit handling of the heaviest loads with ease. Only one problem remains: How to install the system's special equipment in a manner that's economically feasible.



General President James R. Hoffa makes a point at the Warehouse Division general meeting as Chairman Harold J. Gibbons stands by. Among those seated are Joseph Dillon, Division secretary-treasurer, and International Vice President George Mock.

Chairman Harold J. Gibbons explained a point to the Warehouse delegates as Joseph Dillon (foreground), Division secretary-treasurer, and Ferguson Keathley (background), field representative, looked on.



Checking conference materials are Joe Bernstein (left) of the Warehouse executive committee, and Dave Salmon, research director for the Central Conference of Teamsters.



At the microphone during one of the work sessions are Sam Baron (center), field director of the National Warehouse Division, and John Greeley, chairman of the Eastern Conference of Teamsters Warehouse Division. Seated is Al Weiss, director of the IBT Research Department.



M. W. (Dusty) Miller, Director of the Southern Conference of Teamsters, addressed the delegates on Teamster experience in Southland operations.



Reading clockwise from left to right in the executive committee session are IBT Executive Vice President Harold J. Gibbons, chairman of the National Warehouse Division; Joseph Dillon, Division secretary-treasurer; International Vice President George Mock; Lawrence Steinberg, personal representative of the General President; Charles DiGuardo, Jack Estabrook, Don Peters, Pete Saffo, John Naber, John Greeley, Frank Keene, Joe Bernstein, and Sam Baron. Also shown is Al Weiss, IBT research director, at far right.



Entering the policy committee discussion at the Warehouse meeting were (left to right) Pete Rossano of Local 559 in Hartford, Conn., Frank Keene of Local 169 in Philadelphia, Pa., Alexander Hylek of Local 251 in Providence, R.I., and (standing) Dennis Crotty of Local 852 in New York City. All were named as officers on various grocery chain councils.



Left: General President James R. Hoffa checked a problem with (left to right) Joseph Dillon of the Warehouse Division, Lawrence Steinberg, Hoffa's personal representative, and International Vice President George Mock. Right: A question was posed by Charles F. Lindsay of Local 452 in Denver. Seated with him was Alex Rein of Local 435 in Denver.



Dick Kavner (left), General Organizer, and Howard Lasater of Local 390 in Miami, Fla., discuss a question as the National Warehouse Division policy committee met.



tional agreements. They further resolved that Local Unions grant the necessary power of attorney to the National Warehouse Division—and to the Conference with which the Local is affiliated—to get the job done. A target date of September, 1965, was set for achieving the national contracts.

The National Warehouse Division was instructed to make minor changes in the master contract proposal and then forward it to all the Local Unions having warehouse contracts with any of the eight grocery chains. Further recommendations for change can then be made.

Once the final language is determined, negotiating committees will be selected for each chain and the companies will be approached. Ultimately, members in Local Unions with the affected warehouse contracts will vote on the master national agreement.

Chairman Gibbons, in a post-meeting letter to Local Unions, said the program was "of vital importance for continued progress in increasing benefits and security for our members." He added, "I have complete confidence that together we can do the job."

The delegates approved a slate of officers to head warehouse councils for each of the eight grocery chains involved:

A&P Tea Co.—Robert Holmes of Local 337 in Detroit, Mich., chairman; Dennis V. Crotty of Local 852 in New York City, secretary.

Allied Supermarkets—John Naber of Local 688 in St. Louis, Mo., chairman; Oscar Lair of Local 886 in Oklahoma City, Okla., secretary.

American Stores—Frank Keene of Local 169 in Philadelphia, Pa., chairman; Fred Maggio of Local 317 in Syracuse, N. Y., secretary.

Colonial Stores—Robert C. Cook of Local 728 in Atlanta, Ga., chairman; Lee R. Brown of Local 822 in Norfolk, Va., secretary.

First National—Pete Rossano of Local 559 in Hartford, Conn., chairman; Paul V. Murphy of Local 829 in Boston, Mass., secretary.

Food Fair—Howard Lasater of Local 390 in Miami, Fla., chairman; Charles DiGuardo of Local 570 in Baltimore, Md., secretary.

National Tea—Michael J. Fomusa of Local 738 in Chicago, Ill., chairman; Charles Winters of Local 270 in New Orleans, La., secretary.

Safeway—W. L. Williams of Local 117 in Seattle, Wash., chairman; Henry Butler of Local 730 in Washington, D. C., secretary.



Shown at the head table in a Teamsters Joint Council 54 stewards meeting where Harold J. Gibbons, IBT Executive Vice President, spoke are (left to right): Mrs. Edith Bailey; Herb C. Bailey, secretary-treasurer of Local 775; Colorado State Rep. Robert Eberhardt and his wife, Lucetta; Gibbons and Charles F. Lindsay, president of Joint Council 54.

IBT Vice President Calls for Rededication at Denver Meeting

"We must re-dedicate ourselves to trade unionism," concluded Teamsters Union Executive Vice President Harold J. Gibbons in a recent address to 300 stewards and guests of Teamsters Joint Council 54 in Denver.

Noting the variety of attacks on unionism from all directions, Gibbons said the labor movement is divided and weakened, and must re-dedicate itself to survive.

Gibbons said organized labor alone is not in danger, but that the anti-union campaign has intensified to the

point where individual freedoms are threatened.

As an example, he cited the recent Gadsden, Ala., case where 22 Teamster members were jailed and charged with violating the Hobbs Act on an extortion count. He said: "They were charged with trying, through a picket line, to extort better wages, hours, and working conditions from management."

The Teamster official said that while the IBT has been subjected during the past four years to the "greatest

investigation any organization has ever undergone, it has remained the hard backbone of the labor movement."

Gibbons said proudly that the Teamsters have continued to organize and remain the largest trade union in the world—this despite "the smears, distortions, and lies" of the McClellan committee.

• Equal Opportunity

"I am pleased to advise that the policies and practices of the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America are consistent with the obligations of government contractors under Executive Order No. 10925 as outlined (by) the President's Committee on Equal Employment Opportunity . . ."

So wrote General President James R. Hoffa recently in reply to a query from the National Biscuit Co., in reference to contracts the baking chain has with the army, navy, and air force.

Had not the General President been able to reply as he did, both the Union's agreement with the company and the company's contracts with the government would have been in jeopardy. This illustration of Teamster democracy is seldom touched upon by the daily press.

Here's how the story went: NBC had been requested by the President's Committee on Equal Employment Opportunity to file compliance reports regarding Executive Order No. 10925.

In turn, the company asked not only the IBT but each individual Teamster Local Union with which it had work agreements to indicate consistent policies and willingness to not "discriminate against any employee or applicant because of race, color, creed, or national origin," as outlined in No. 10925.

Section 2(a) of the Teamster constitution gave Hoffa and Local Union officers the authority to answer as they did. The section provides, regarding membership qualification, that there be only one basis for determining eligibility:

"Any person shall be eligible to membership in this organization; provided that . . . (he has not) willfully refused to become a citizen of either the United States or Canada or the

NATIONAL AGREEMENT SIGNED



Signing the Montgomery Ward Over-the-Road National Trucking Agreement recently were (left to right) General President James R. Hoffa, IBT Vice President John O'Brien, and Donald Peters, chairman of the Teamsters Montgomery Ward Council. The contract covers 35 Teamster Local Unions nationally under a master agreement with addenda covering local conditions.

country in which his Local Union is chartered."

Section 3(a) goes on to rule ineligible for Teamster membership any member of the Communist Party "or any person who subscribes or lends support to its doctrines . . ."

At no place does the IBT constitution discriminate against any potential member because of race, color, creed, or national origin—which is the keystone for existence of the President's Committee on Equal Employment Opportunity.

Another example of the Teamster "policies and practices" referred to by General President Hoffa in the letter quoted earlier, occurred recently in an agreement reached with the International Harvester Co.

IBT Executive Vice President Harold J. Gibbons and R. F. Graham of International Harvester signed their names to an addendum regarding the same subject. The agreement made April 12, 1962, covers 30 Teamsters Union Locals (mostly mechanics) in the Midwest and East. The provision provided that neither the Union nor the company would discriminate "in any manner whatsoever against any employee because of race, sex, political or religious affiliation, or nationality."

The provision further stipulated that the language would be in such future labor contract at any International Harvester operation where the employees are represented by any of the signatory Teamster Local Unions.

Still further evidence of non-discrimination in Teamster policies and practices received rare public recognition in Chicago recently.

The Chicago Committee of One Hundred announced the names of the recipients of 45 certificates of commendation for "fair employment practices."

Michael J. Fomusa, secretary-treasurer of Teamsters Local 738, was proud to learn that Local 738 was one of only two unions cited by the Chicago committee. The remaining citations went to baseball clubs, public agencies, manufacturers, and small businesses.

For the record, the President's executive order establishing the Committee on Equal Employment Opportunity was issued March 6, 1961. The Teamsters Union constitution adopted by the 1961 convention carried over the spirit of the membership eligibility clause in the constitution adopted by the 1957 convention.

Cincinnati Cab Drivers



Members of Teamster Cab Drivers Local 954, in Cincinnati, are shown at a recent meeting in which they ratified a new contract. Cincinnati cab drivers figured in a defection in Cincinnati last summer, but recently voted in an NLRB election to retain their Teamster affiliation. Watching the voting (extreme right) nearest camera is Lawrence Steinberg, personal representative of President James R. Hoffa, and next to him, William Griffin, director of the National Miscellaneous Division.

Teamster Cab Local in Chicago Battles Inferior Taxi Contract

TEAMSTER Local 777 in Chicago, last month, scored a tremendous victory in its battle with the Democratic Union Organizing Committee of the Seafarers to represent that city's 6,000 cab drivers.

The victory came when Federal Judge Julius Minor assumed jurisdiction over a suit to upset a recently negotiated contract between the DUOC of the SIU and two Chicago cab companies.

The suit charges the contract was negotiated under cozy circumstances and in violation of the law.

SIU lawyers staged a high-powered but losing battle to keep the contract away from the scrutiny of the court, maintaining that only the NLRB had jurisdiction.

When the court assumed jurisdiction, Teamster President James R. Hoffa called it a "tremendous victory for common sense in collective bar-

gaining." He recalled that last summer, when the battle for representation of Chicago cabs was being waged, Senator Paul Douglas, all Chicago newspapers, radio and television outlets, and the National Labor Relations Board, jumped into the battle on the side of the DUOC in an all-out effort to defeat Hoffa.

The welfare of 6,000 Chicago cab drivers was entirely forgotten as government, press and politicians whipped the "beat Hoffa" theme red hot.

In the ensuing National Labor Relations Board representation election, the DUOC won by a margin so slim, there is doubt even today whether or not the DUOC represents a majority of the city's cab drivers.

Still contingent before the contract is recognized even by those who pressured it through is that Dominic Abata, DUOC head, produce proof that he represents 51 per cent of the

members. Only then will a dues check off and union shop be honored.

Since the dispute between the Teamsters Local 777 and the DUOC was billed last summer as the "Beginning of the End for Hoffa," about all that has been served is newspaper sensationalism.

It took Abata from July, 1961, until April 6, 1962 to negotiate the contract now before the court.

Judge Minor's decision to take jurisdiction came as a result of a suit filed by dissident members of the DUOC who maintain they did not have an opportunity to read the new contract until six days after it was signed. Their attorney, Jacques Schiffer, has asked Judge Minor to declare the contract illegal. Schiffer points out that many violations of labor law surround the signing of the contract, including Abata's election.

Teamster Local 777 immediately filed as interveners in the case on the side of the DUOC dissidents. Although Local 777 is not the NLRB certified bargaining agent for Chicago cab drivers, approximately 1,000 of them voluntarily pay their monthly dues to the Teamster local out of loyalty and gratitude for benefits they enjoyed under Teamster contract.

Meanwhile, Chicago newspapers have had themselves a built-in headline. Violence has sprung up. Four Yellow cabs have found their way to the bottom of the Chicago River. Two more Yellow cabs were destroyed by fire. The police found a five gallon gas can in the back seat of one of the cabs. Headquarters of Teamster Local 777 mysteriously burned late at night.

Abata and Michael Jakubowski, another DUOC official, were arrested and placed under a \$1,000 bond, pending trial May 1st on a charge of beating up Ernest Peterson, a young Negro cab driver.

The newspapers will find another headline, its true. But, isn't it strange that the Teamster contract negotiated late last month for Cincinnati cab drivers wasn't headline news across the country. It was national news when a revolt brewed in the Cincinnati cab local last summer, as that, too, was looked upon as a personal revolt against Hoffa.

Cincinnati cab drivers are again working under a Teamster contract, headline or no, and the Chicago taxi situation has been taken away from politicians and sensational journalists. Common sense has been restored.

Teamster Drivers Score at Detroit Paper

When the presses at the *Detroit Free Press* ground to a halt during a strike of Teamster Local 372, Teamster General President James R. Hoffa flew into town and held negotiators in session until a new agreement was reached.

Pushing negotiations for the Teamster drivers, Hoffa wound up with a contract which was unanimously approved by the rank-and-file membership.

Negotiations were held at the office of Detroit Police Commissioner George Edwards who acted as a mediator.



General President James R. Hoffa enters police headquarters to start negotiations on settlement of Detroit *Free Press* drivers' strike. Negotiations continued for 33½ hours without a break—except to eat.



Police Commissioner George Edwards (back to camera), who served as mediator, tells union and publisher representatives that talks were to continue until a settlement was reached.

Membership meeting of Detroit *Free Press* drivers ratifies new contract. The Local 372 members voted 100 per cent for the pact.



5,502 REASONS



For Membership in the Teamsters

Two Teamsters from Local 614 in Pontiac, Mich., have 5,502 reasons more than the usual brother for being proud and pleased with their union membership.

Between them, that's how many dollars they received recently after an arbitrator decided they had been unjustly discharged and should be reinstated to their jobs with back pay and benefits.

Winners in the case were Herman F. Miller of Madison Heights, Mich., and Edward Novak of Warren, Mich. Miller collected \$2,652.80 and Novak received \$2,849.52.

The drivers paid full tribute to Local 614 which bore the cost of extensive hearings. They paid even greater tribute to Floyd B. Harmon, Local 614 secretary-treasurer, and Joseph M. Bane, business agent, who pushed the case to its ultimate successful conclusion.

Miller and Novak were fired from the job last fall when the company claimed they were stealing time because they weren't hauling their loads in a short enough period. Actually, the drivers were observing speed limits and refused to expose themselves and their cargoes to the misfortunes that follow lack of safety.

Local 614 immediately went to

work on the case. The hearing showed that the company which Miller and Novak worked for was not the only firm with a speeding policy. Other companies supported the errant trucking concern.

It didn't take the arbitrator too long to decide in favor of the men.

Miller, in a letter to *The International Teamster*, noted: "We could have gone down the river like many a man who doesn't have the protection and security of a union when a

company wants to have its way. . ."

He added: "This protection for the working man is, in my opinion, Americanism in the best form."

Miller said the affair meant that he and his family had to scrimp for 15 weeks—including a 35-cent Christmas—"which I would gladly give again and more to support the ideals and principles of unionism." Novak was in the same position.

Concluded Miller: "Eleven years a Teamster and proud of it!"



Herman F. Miller, Joseph M. Bane, and Edward Novak (left to right) shortly after an arbitrator decided back pay and reinstatement were due Miller and Novak of Local 614. Bane, business agent, processed the case.



Placing Teamster Union labels on vending machines to be in operation at the Seattle World's Fair are (left) Fred H. Klinefelter, secretary-treasurer, and Frank Rogers of Teamsters Local 353.

Teamster Label Goes to Fair

All vending machine operations at the Seattle World's Fair just opened carry the Teamsters Union team-and-wheel insignia.

Fred H. Klinefelter, secretary-treasurer of Local 353 in Seattle, said Teamster members are taking care of nearly 600 vending machines under an agreement recently signed with Century Concessions.

He said Century has exclusive rights to the fair's entire vending machine operation with the exception of the Space Needle which will be a

separate enterprise—but under the same Teamster contract—by Canteen vendors.

James Ward signed the Teamster contract for Century. He agreed that the IBT label could be placed on every machine before opening day of the fair.

Local 353's contract calls for \$127 per week with a 25-cent per hour premium giving a scale of \$137 per week. The work week is 8 consecutive hours per day, 40 hours per week, 5 consecutive days. All hours worked over 8 per day will be paid at time and one-half. All hours over 48 per week collect double time.

Klinefelter said that while the vending contract clauses were up May 1, he expected to see an increase in the basic scale.

The vending employees, of course, are all covered under the Washington Teamster Health and Welfare program, also the Western Conference Pension plan. A good vacation clause, jury duty, and other items are in the agreement.

So if you get to the Seattle World's Fair and start to put a coin in a vending machine, you will have the satisfaction of knowing that a brother Teamster has serviced the machine under union contract.

• Safety Award

Al Corban of Bigfork, Mont., has been recognized as one of the safest drivers in the West.

Corban, a member of Teamsters Local 448 in Kalispell, Mont., since April, 1939, recently was honored with a safe-driving trophy at the annual Timber Haulers Assn., convention.

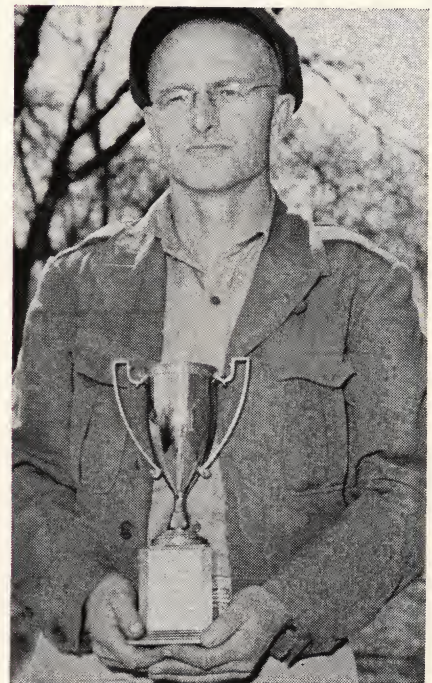
Montana Gov. Tim Babcock presented a handsome trophy to Corban in recognition of the Teamster's 30-year road record without accident or traffic citation. Much of his work has been with giant vehicles such as Euclids, Macks, Log Haulers, and so on.

Noel M. Bies, Local 448 business representative, said Corban's record includes hauling pipe on the \$42 million Alaska pipe line, work on the Hungry Horse dam in Montana, and the hauling of millions of feet of logs over Montana highways.

Corban started his driving career at the age of 8 when he got hold of a 1925 Model "T". The auto is still operating and Corban is trying to buy it so that he can add it to his collection.

He has three Model "T" cars now which he has rejuvenated—1914, 1925, and 1926 vintage. His interest in autos was consolidated when he built his own first car from parts in 1929.

Al Corban



SIU Looking For First Vote

The Seafarers International Union is finding competition with Teamster Local No. 161 in Philadelphia a bit rough. In two National Labor Relations Board representation elections held recently—in which workers had a choice of Teamsters, the SIU or no union—the Seafarers did not receive a vote.

In both instances, at Service Trucking Co., and ConCar Inc., workers voted for Local 1961 as their bargaining agent.



Happy winner is Ruth Ann Campbell, who captured first prize in the Liberal, Kansas, end of the International Pancake Race in which the Liberal women compete with the ladies of Olney, England. Mrs. Campbell works in the Navajo Truck Line office in Liberal, is a member of Teamster local 795, and used first prize money of \$250 to help pay her income tax this year.

Pancake Race

Champ

*Is a Pretty Blonde
Teamster*

APRIL 15TH is an agonizing day in the life of any tax-paying American, but it proved to be a rather pleasant day for a lady Teamster in Liberal, Kansas, this year, as she had \$250 prize money to put with her W-2 and income tax forms when she mailed them to the collector of internal revenue.

It all began in the Navajo Truck Lines office in Liberal where Ruth Ann 'Vicki' Campbell and another girl man a two-woman truck line office in that Southwestern Kansas town. Both work under the truck line office workers agreement negotiated by Teamster Local 795.

When Navajo handed out its W-2 forms for 1961 earnings, Ruth Ann Campbell got one showing she had earned \$6,062.24 under the Teamster contract, and this sent her wondering where the money would come from to pay the extra she owned in income tax.

Out in Liberal, Kansas, the ladies of the community prove their competitive spirit once each year when they participate in the International Pancake Race in competition with the ladies of Olney, England. First prize money in Liberal is \$250. For 13 years, Liberal women have run against the times recorded by Olney women, and previous to that, Olney women have been running the pancake race since 1445.

According to English legend, pancake racing began with housewives who customarily used up accumulated

cooking fats baking pancakes on Shrove Tuesday, the day before Lent begins. Seems a wife was late baking her cakes when she heard the shriving bell calling her to church.

She raced down the street, apron-clad and skillet in hand to become the first pancake racer. It caught on with neighbors and became a friendly sport to see who could get to the church first.

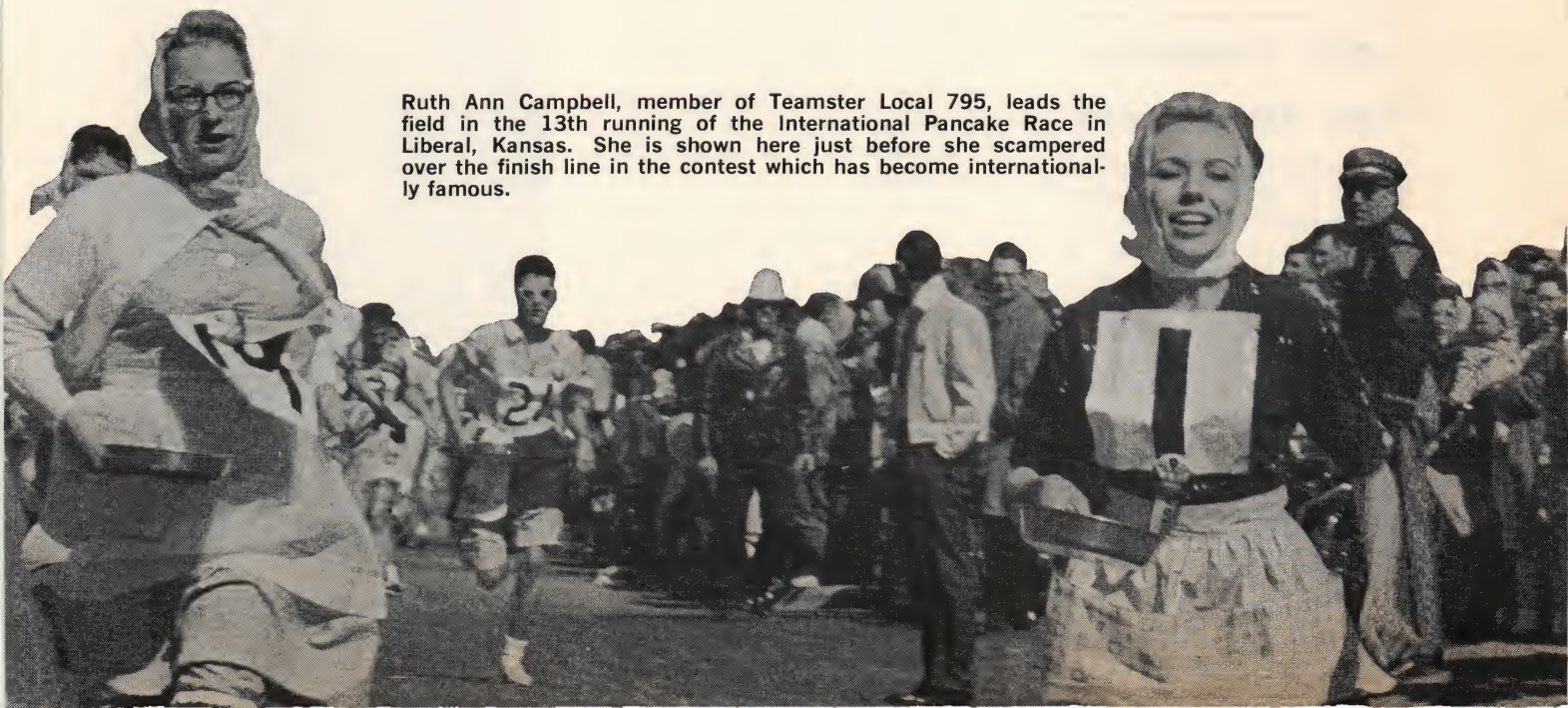
Rules of the race are simple. Run each year on Shrove Tuesday, the course covers 415 yards and is in an "S" shape. Racers must wear a house dress, head scarf, an apron, and must carry a skillet in which there is a pancake. The pancake must be flipped once at the beginning of the race, once half-way through the course, and once near the finish line.

Mrs. Campbell turned in the best time for Liberal women this year and captured the \$250 prize money, even though her time was a bit off the pace set by the winner in Olney.

Mrs. Campbell is a proud Teamster and was honored by her local union in Wichita, Kansas, April 7th, when Local 795 staged a Jo Hoffa dinner to kick off its DRIVE activities.

In Liberal, Ruth Ann Campbell is quite an institution: Pancake race winner, mother of two fine children, wife of a chemical engineer, and her paycheck is probably the envy of many a head of household who does not work under a Teamster contract.

Ruth Ann Campbell, member of Teamster Local 795, leads the field in the 13th running of the International Pancake Race in Liberal, Kansas. She is shown here just before she scampered over the finish line in the contest which has become internationally famous.



Teamster With an Idea

David Taraldsen, a member of Teamsters Local 224 in Los Angeles, has a patented idea for a combination auto transport and dry freight loader which engineers say is practicable.

Although the idea is five years old, enterprising truckaway operators have yet to discover it. Had it been in use during recent years, thousands of Teamsters might not have lost employment in the auto transport industry.

The Southern California Teamster, official publication of Joint Council 42, recently told the story of how Taraldsen, a line driver with experience in all phases of trucking, foresaw the inefficiency of truckaway hauling in 1956 and began working on an answer.

The heart of the problem was that deadheading truckaway units back to their point of loading was costly, inefficient, and non-productive.

Taraldsen conceived a truck and trailer unit that could easily be converted from a car hauler to a dry freight unit. He worked up a model, had drawings made, and after months of effort was rewarded with a patent on a vehicle called, "Trailer for Hauling Automobiles and Other Cargo."

Even though railroads were getting into gear on their selective rate-cutting and threatening truckaway operators in a competitive sense, Taraldsen still was unable to interest anyone in his invention.

The operators seemed to fear investing money in a vehicle that would lower the cost of auto hauling, even though they would have the advantage of a rig that could carry dry cargo on back hauls.

Taraldsen believes it still is not too late for operators to answer the tri-level railway cars with his invention. In the first place, he explains, the new vehicle would extend the radius of truckaway hauling as much as three times. Also, tri-level railway cars are just as economically inefficient as specialized truckaway trailers and tractors because they, too, must be deadheaded.

Taraldsen's truck trailer unit can carry lumber, cement, autos, loose freight, containerized loads, sacked freight, steel, hay, and practically anything flat or open box units can carry.

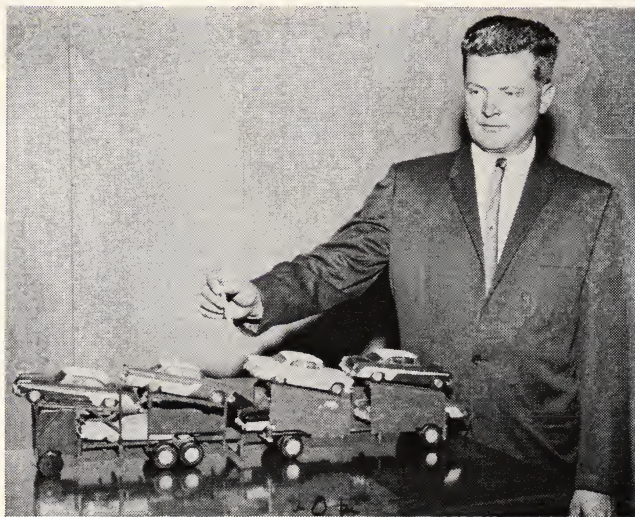
The unit is easily convertible as the swinging dismountable sides protect autos on the road and are load bearing for loose freight.

The Teamster inventor estimates rigs like his could come within 5 per cent of present rail rates for carrying cars. Door-to-door delivery of course, is an added advantage to the shipper.

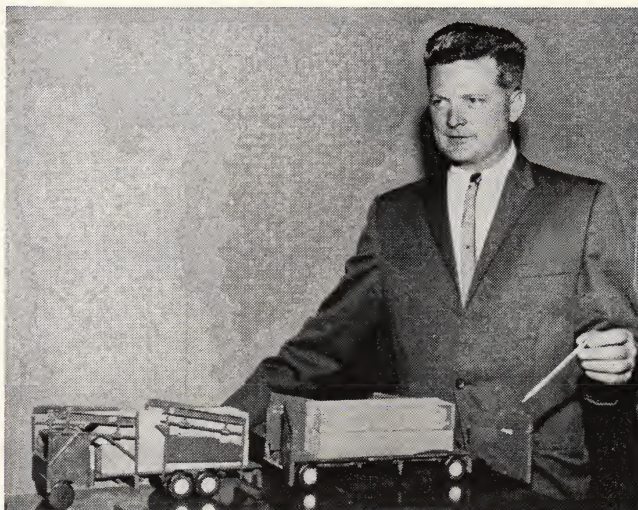
Photos illustrate clearly exactly how Taraldsen's unit would work. The top picture shows the combination rig being used as a truckaway unit hauling seven compact or full-size autos.

The middle photo shows how the sides are hinged to swing out for loading lumber or other bulk freight with a fork lift. In the bottom picture, the sides are completely removed so the unit can be loaded like a flat rack. The sides can be dropped back on to hold loose freight.

Whether truckaway operators will see the value of Taraldsen's idea is unknown. The work he has done, however, is a tribute to Teamster rank-and-file inventiveness and spirit that comes from a desire to help the industry in which he labors.



Truckaway Unit



For Hauling Bulk Freight



Flatrack Unit

NEARLY 12,000 Teamsters and their wives turned out in five cities last month where Teamster President and Mrs. James R. Hoffa appeared to spur the continuing campaign to establish DRIVE political units in local unions and joint councils across the land.

At every turn, response to DRIVE Jo Hoffa luncheons and banquets has out-stripped expectation. Typical was the appearance of the Hoffa's in Milwaukee. Five-thousand Teamsters and their wives turned out for the banquet. So crowded was the auditorium that an overflow crowd had to be sent across the street to a hotel for their lunch.

Throughout it all runs a surge of enthusiasm for the political chase as Teamsters and their wives demonstrate their realization that what has been won on the picket line and at the bargaining table must now be protected legislatively and politically.

DRIVE and DRIVE Ladies Auxiliary charters were presented in Detroit, Milwaukee, Green Bay, Des Moines and Wichita on the latest DRIVE organizational swing.

In Detroit, Josephine Hoffa told Teamsters and their wives:

"This is a reunion of old friends who still have unfinished business, business started here in Detroit many years ago. Teamsters and their families have come a long way since that day. We enjoy some of the best contracts of any group of working men and women in America.

"All of this, the employer-minded members of Congress would like to take away from us through union-busting laws.

"We are here tonight to rededicate ourselves to the task we started years ago. This time the battle is the same only the battleground has changed. The fight has shifted from the picket line to the Halls of Congress. Through DRIVE you will protect your family security through family teamwork."

With those words DRIVE was launched in Detroit, and then Green Bay, Milwaukee, Wichita and Des Moines, and DRIVE political units begin to saturate the country side.

(Continued on Page 18)



Jo Hoffa

APPEARANCES BOOST



Overflow throng at Jo Hoffa banquet in Milwaukee. Nearly 1,000 had to be ushered to a hotel across the street to be fed.

Following establishment of a Green Bay DRIVE Ladies Auxiliary, the ladies gather for a briefing session on future activity with Mrs. Hoffa and Sid Zagri.

IBT Vice President Frank Fitzsimmons accepts a DRIVE charter for Joint Council 43 from General President Hoffa. Mrs. Hoffa looks on.

Cobo Hall in Detroit filled to overflowing by Teamsters and their wives as they honor the wife of General President Hoffa at a Jo Hoffa banquet.



Mrs. George Nunekemp, president of Local 95 DLA, talks with Teamster President Hoffa.



Wife of Milwaukee Mayor Maier presents Mrs. Hoffa with bracelet which has the key to the city as its charm.



DLA charter presented to Mrs. Jerry Baizy. Looking on is Sam Smith, secretary-treasurer of Local 795.



DRIVE IN FIVE CITIES



Another overflow attendance at a Jo Hoffa banquet. This time in Green Bay, Wisconsin, where over 1,300 Teamster wives gathered to organize for political action.

Frank H. Ranney, secretary-treasurer of Teamster Joint Council No. 39 welcomes huge throng of Teamsters and their wives to Milwaukee Jo Hoffa banquet. Mrs. Hoffa, the honored guest, looks on.



Presented an autographed football in Green Bay, home of the professional Packers, Teamster General President Hoffa disclaimed any like for touch football. He is shown here with his wife Jo, and Emmett and Mrs. Terry at the Green Bay Jo Hoffa banquet. Terry is secretary-treasurer of Local 75 President, Wisconsin Joint Council 39.



Michigan Lieutenant Governor T. John Liesenky addressing the Detroit Jo Hoffa banquet.



Robert Holmes, secretary-treasurer of Joint Council No. 43 in Detroit, welcomes the over 2200 Teamsters and their wives to the Jo Hoffa banquet in Teamster President Hoffa's home joint council.



A special award to Ruth Ann 'Vicki' Campbell, of Local No. 795 and an employee of Navajo Truck Lines in Liberal, Kansas. Mrs. Campbell was honored for winning the Liberal International Pancake Race (See Page 14).



In Des Moines, Mrs. Hoffa presents DRIVE Ladies Auxiliary charter for Local 147 to Bonnie Bruce. Looking on is Teamster Attorney John Connolly who acted as Master of Ceremonies.

Insuring the success of any endeavor, the hard work of the hostesses. Pictured left: Pauline Vignali, Ann Johnson, Myrtle Bush, Bernidine Welsh, and Mrs. Roland McMaster, at the Detroit Jo Hoffa banquet.

DRIVE is proving to be attractive to others than Teamsters. In Detroit, a DRIVE charter was presented to an Ironriggers local of the AFL-CIO. It was the first such AFL-CIO local to take up a DRIVE political action program. Accepting the charter for the Ironriggers was Fred Brickman.

In Milwaukee, 5,000 women rose in support of a resolution urging Congress to turn down Bobbie Kennedy's proposal on wholesale wiretapping.

In Des Moines, President Hoffa took time out to address some 1,000 students at Drake University. One-thousand attended the Jo Hoffa dinner that night as Iowa Teamsters showed their enthusiasm for political and legislative action.

In Wichita, the establishment of DRIVE and Drive Ladies Auxiliary appropriately coincided with the 25th anniversary of the Teamster Local in that city. There, 1,800 turned out at the Cotillion Hotel.

Everywhere the spirit and enthusiasm for the task ahead encourages Teamster officials. The following pictures portray that enthusiasm.



Jo Hoffa turns from speaker's stand to present a DRIVE Ladies Auxiliary Charter to Mrs. Jenny Hopkins in Detroit. Teamster International Vice President Frank Fitzsimmons, who guided the planning for the Detroit DRIVE meeting, watches the presentation.

DRIVE

SUCCESS STORY

TEXAS BRAND



GOING INTO things in a big way is part of Texas tradition, but seldom has union participation in Texas politics caught fire as it has in the newly established Teamster DRIVE organizations in Houston and San Antonio.

Both cities were recently swept up in the inspiration and glamour of a Jo Hoffa organizing banquet at which charters for DRIVE Ladies Auxiliaries were issued by the charming wife of General President James R. Hoffa.

Significant about the Houston and San Antonio DRIVE operations, however, is that the follow through after the excitement of the organizational meetings is receiving tremendous support from all involved.

There is no danger in Houston and San Antonio that the political fire built at the organizational meetings will be extinguished by lack of enthusiasm for the hard work ahead.



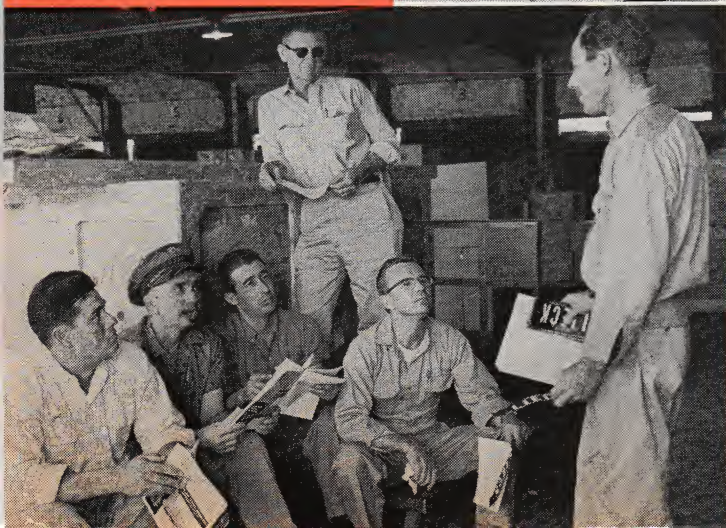
Ray Shafer, L.U. 657 Business Representative, seated right, holds night session with San Antonio stewards to plan DRIVE campaign.

SAN ANTONIO STORY

Right: Herman Lloyd, B.A., has talk with Sabas M. Martinez, driver for Strickland Transport, stressing urgency of DRIVE.

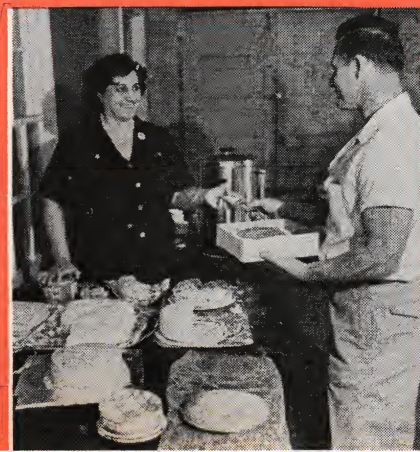


Below: J. A. Faribault, acting steward, holds meeting at terminal to tell crew of DRIVE and political goals. Members are J. Rodriguez, P. Meckel, A. DeLa Fuentes, T. McCoy, O. Bonds.



Above: DRIVE Representative Jimmy Simpkins explains goals of DRIVE to members of Young Christian Workers in L.U. 657 hall.

Right: At baked goods sale to benefit DRIVE Bill Zander buys a cake from Mrs. William McMeans. Ladies sold baked goods at every opportunity.



Right: Albert Fuentes, DRIVE-backed candidate for San Antonio treasurer, helps L.U. 657 office secretary Josie Mazuca turn out bumper stickers for his candidacy.



Left: A "coffee hour" at home of Mrs. Betty Zander, is opportunity to explain the goals of DRIVE to ladies in her neighborhood, Teamsters or not.



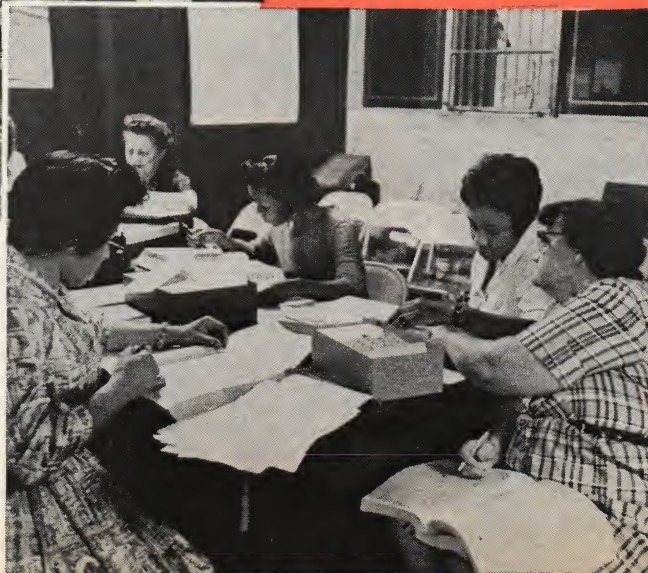
In simulated "precinct convention," DRIVE volunteers get practical political lesson from Albert Fuentes, standing at right. "Chair-lady" being heckled is at far right.



HOUSTON STORY



Right: Volunteers of DRIVE Ladies' Auxiliary work with cards and directories to compile list of members and relatives as political tool.



A DLA meeting in home of Mrs. Ruth (Edward) Thornton, second from left, sees DRIVE campaign explained to her neighbors.

It is this follow-through which has given heart to those for whom politics has been unkind in the past. Reactionary elements in politics in San Antonio's city government, in Bexar County, and in state government have maintained political supremacy in a large measure by pitting the minority classes against each other.

DRIVE in San Antonio has begun already to show the factionally-split, lower-wage groups how they can achieve political success. By combining their political muscle, these groups have already enjoyed success with the election of Henry Gonzales to the U.S House of Representatives.

Congressman Gonzales, formerly a member of the politically impotent Latin-American Group, has publicly credited his election to the aid and support he received from President Hoffa and the Teamsters.

Here is how the DRIVE organization in San Antonio has grown:

The DRIVE membership campaign was kicked off at a Jo Hoffa dinner January 28, 1962, when 800 jammed into a hotel ballroom. That very evening, 162 DRIVE life memberships at \$100 each were subscribed. On January 30, all employees of the local union subscribed to life DRIVE memberships, and on January 31, 16 job stewards held a meeting and 14 took DRIVE life memberships.

At a meeting held at one of the truck barns, five of seven men on the day shift took life memberships; two took \$3 memberships. All five men on the night crew took life memberships.

Ask Ray Shafer, business manager of San Antonio Local 657, and he'll tell you everyone is pitching in to help, and he'll give extra credit to his wife,



Above: Joseph Pittman, freight checker, is complimented by Jimmy Simpkins, right, on having subscribed to DRIVE life membership. Pittman's wife is a DLA member.

Louise, who organized a DRIVE Ladies Auxiliary in Corpus Christi on February 8th. There were 33 enthusiastic wives present. The next day, she held another DLA meeting in Austin.

When Local 657's regular monthly membership meeting was held on February 11, the hall was so crowded members were actually sitting in windows as the goals of DRIVE were outlined.

DLA held an election of officers on February 13 and work went into high gear. With 50 members present, plans were laid for a chili supper to raise money. The upcoming political education classes were announced and when the first was held on February 16, 125 pupils were present.

When the second class was held on February 23rd, 150 attended. DLA sold cakes, cookies and coffee and cleared over \$300. They took in about \$300 more when a dance was sponsored and 450 showed up.

March 4 was the date of the "McCella-thon" when wives manned telephones from 10 a.m. to 10 p.m., calling every Teamster and his wife to the local's building and urging them to bring family and friends. Over 500 attended, talking politics, taking part in the dancing and buying beer, cold drinks and barbecue.

Interest was rising; the regular meeting on March 9 brought out an unprecedented 500 members. Candidates for political office spoke, presenting their cases.

A Catholic-sponsored social work group called The Young Christian Workers has joined with the DRIVE group to promote the welfare of youngsters on the Latin-American "West Side." The Archbishop of San Antonio has established a school for

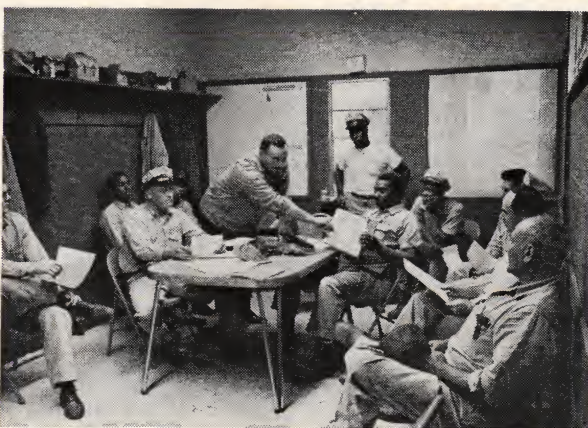


Randy Miller, B.R. of L.U. 968, and his wife, Marian, left, confer with Dixie Walker and his wife, right, regarding legal aspects of DRIVE program. Walker is counsel for the Houston local union.

Walt Breeland, business agent, and his wife, Lois (left) call on Mrs. J. H. Ohm to explain DRIVE program. She became interested and as a result her husband, who works at Sears, also learned about DRIVE.



Left: Canvassing her neighborhood, Mrs. Bill Allen takes an interest in gardening efforts of two friends. She told them that DRIVE, too, was certain to grow!



Left: A political education meeting is held during noon hour in one of Houston's freight terminals. Bill Allen, standing center, discusses DRIVE and the McClellan Bill.



R. G. Albertson, left, makes distribution of literature on proposed McClellan Bill to M. L. Lenox as he leaves freight yard.

Randy Miller speaks to meeting of stewards in L.U. 968 hall.





DRIVE!

ROUND the CLOCK!

Working in shifts, San Antonio DLA members telephoned for 12 hours urging members to take part in program at local headquarters.

migrant workers, teaching them higher skills, including how to become a truck driver. This group is being aided by the Teamsters and, in return, is aiding DRIVE.

DLA members are ringing doorbells and passing out literature in every block. There is block-by-block and precinct-by-precinct political action. Volunteers aid in headquarters of liberal candidates.

In the political education classes, Teamsters and DLA members are learning how to take part in precinct political conventions. Mock sessions of precinct conventions are held and instruction is given in how to act as chairman of such a group and how to cope with an unfriendly or unfair chairman.

At the present time, the DRIVE program in San Antonio has seen 240 members sign up for life memberships in DRIVE. Members are paying \$1 a week for the next two years to assist the program designed to bring them, ultimately, higher wages and a better

life. There are now 50 active memberships, 28 DLA life memberships, 48 active memberships for wives and 13 non-Teamster supporting memberships. This was the number as of this writing; a number which is continually increasing.

Meanwhile, to the south, activity in behalf of DRIVE is gaining momentum in Houston, the home of Local Union 968, where Business Manager Randy Miller is aided in DRIVE activities by his brainy and energetic wife, Marian, a school teacher in the Houston school system.

Houston is important in Texas politics because it is virtually co-existent with Harris County, where one-seventh of the entire Texas population is located and one-sixth of the total Texas vote.

After the Jo Hoffa Dinner in Houston last winter, Miller met with Dixie Walker, the attorney for Local 968, to check his legal position before he launched the Houston DRIVE campaign. Next he took his seven business

representatives into a meeting where he laid out the rough program to them, inviting participation and suggestions. After a long meeting, the plan was approved and steps were taken to put it into operation.

Each business representative carried the message to each job steward beneath him. Each steward was impressed with the importance of the DRIVE program and given literature. A spirit of competition was established as each steward began to sell DRIVE memberships to Teamsters on the job.

Meanwhile Marian Miller began to rally the wives. The first ones to come were the wives of the business representatives and stewards, but others soon joined. Here, too, as in San Antonio, the coffee-hour system was inaugurated. All over Houston the word was being passed by wives of Teamsters, members of the Drive Ladies' Auxiliary, about the growing opportunity to influence candidates, elections, and legislation.

A card-index system has been established, using volunteer DLA workers under Marian Miller's direction, which lists every Teamster, wife, and relative in Harris County. Each card carries full information; paid poll-tax, type of DRIVE and DLA membership, notations on ability as a worker and potential as a leader.

DLA volunteers are ringing doorbells in their neighborhoods, carrying the news of DRIVE. While the political activity is intense, there is still attention given to basic DRIVE work such as selling memberships. Business agents and shop stewards call meetings of members in freight terminals or anywhere it is convenient to tell about DRIVE and enlist members, active participation. Workers who previously had not participated in political activity because there had been no hope, now see hope and are enthusiastic DRIVE workers.

In Houston, as in San Antonio, DRIVE activity has helped make the local union more united, more militant, and easier to operate. Members are looking forward to rewarding political activity; not boredom.

It's a lot of work but, as a Houston business representative said: "I didn't get into this work 'for the money that was in it'; I got into it because I wanted to do something for people. So I figure the more I do for them and the more I help them help themselves, the better I'm getting paid."

DRIVE is making things happen in Texas . . . things that can be made to happen all over the nation!

Teamsters Fight Alabama Justice and Armed Scabs In Bowman Strike

A FANTASTIC, almost unbelievable story of quick Southern justice and anti-union prejudice in which armed strikebreakers are riding "shotgun" on trucks of a struck company and armed patrols guard company warehouses is unraveling in Alabama.

It is a story of a Teamster strike against Bowman Transportation Company in which two men have been sentenced to 20 years in jail in a pair of mock trials which would stretch the imagination of the most sensational writer of crime fiction.

It is the story of three union officials and 19 rank-and-file members tossed in jail for contempt of court and held in lieu of \$200,000 bail bond.

It is a story of a fantastic application of the Hobbs Act to supersede the Wagner Act and man's right to bargain collectively with his employer with 22 persons indicted on a charge of "attempting to extort a collective bargaining agreement."

It is a tale of Teamster Joint Councils across the land "adopting" families of those who have been tossed in jail under the unreasonable \$200,000 bond. The Joint Councils are contributing \$125 per week to the families of the men jailed.

It all began last summer when Local 612 won a representation election by landslide proportions among the employees of Bowman Transportation Company.

It was a tremendous breakthrough for the Teamsters in the non-union South as Bowman is the second largest non-union trucking company remaining in Dixie.

Bowman employees and drivers had formerly been represented by District 50 of the United Mine Workers Union.

Bowman management immediately announced that it would not bargain

with the Teamsters and the Teamster members struck to obtain a contract. It was here that the story took on the character of a bad TV drama.

Bowman hired 18 and 19-year old trigger-happy strikebreakers, armed

Bufalino Wins Libel Settlement

William Bufalino, president of Teamsters Local 985 in Detroit, and special counsel for the International Brotherhood of Teamsters, won an out-of-court settlement of his \$1 million libel suit against *Newsweek* magazine recently.

Bufalino said the settlement "gives me complete satisfaction." Neither he nor the *Newsweek* attorney, however, would disclose the terms under a "gentleman's agreement." Federal Judge Theodore Levin approved the settlement and dismissed the pending case which was filed more than two years ago.

Newsweek published an article in February, 1959, headlined, "Hoodlums Take Over Jukebox Industry." Bufalino convinced the magazine that such was not the case and that Local 985 is not a "letter-head" union.

It was the second time Bufalino made a cash settlement with a major news magazine in a libel suit. Two years ago he collected a substantial sum from Life magazine which had falsely linked him with an alleged mobster.

In another action, Bufalino announced he was dropping his three-year old case against U.S. Attorney General Bobbie Kennedy. The Teamster official was seeking \$5 million redress for statements Bobbie made on a radio show. Bufalino kept the case in court for three years. However, Bobbie wouldn't step into Wayne County so he could be served with a subpoena.

Bufalino stated that many news media have made it a habit to use the Teamsters as targets for sensational and careless statements, all of which should be challenged. "Whenever anyone makes a reckless charge against the organization or its officials, he should immediately be challenged and brought into court so the truth can be established."



William
Bufalino

them, and put them to riding shotgun on trucks and patrolling docks and warehouses.

First violence broke out shortly thereafter when an armed strike-breaker fired into a group of unarmed pickets and struck one of the strikers. The shot has permanently crippled the striker.

It was not long after that that two Teamsters—Lloyd and Douglas—were arrested on a charge of assault with intent to commit murder. Arrested by the state police, the two were taken to Montgomery by the FBI, taken later to Birmingham and then on to Selma, Alabama.

Lloyd was placed in a cell near the jail boiler room. It was equipped with a device which blew hot air into the cell. Lloyd lasted 10 days and lost 20 pounds before he finally confessed to escape the torture chamber.

Douglas received similar treatment, was questioned for 36 hours, allowed to see a lawyer once, and then denied the right to see anyone.

Lloyd was brought to trial and quickly convicted—but was not sentenced.

When Douglas was brought to trial, Lloyd was brought in as a witness for the prosecution. When he refused to

testify, he was taken from the stand, marched around in front of the judge and sentenced to 20 years in prison.

Douglas trial too was quickly brought to conclusion and he too was found guilty and sentenced to 20 years.

Bond was originally set at \$50,000 for Douglas and Lloyd. Upon appeal to the state supreme court, bond was reduced to \$7,500 each. The two are now out of jail awaiting trial in an appeals court.

Local President Boosted

Meanwhile, during a hearing in state court to determine if a state injunction against violence had been violated, Sam Webb, president of Local 612, was presented with a warrant for his arrest by the sheriff on the same charges for which Lloyd and Douglas were charged and convicted. Webb was quickly brought to trial—a Teamster has no trouble getting a quick trial in Alabama—but by some quirk escaped the fate of Lloyd and Douglas when his trial resulted in a hung jury. He will be tried again.

In the 11-week hearing into the question of whether the injunction against violence had been violated, the

More Seafarers Join Teamsters

Still another bargaining unit formerly affiliated with the Seafarers International Union has voted to become a part of the International Brotherhood of Teamsters in an NLRB representation election.

Jack Miller, director of organizing for Teamster Local 158 and formerly an official of the SIU, announced recently that approximately 70 employees of the Schaevitz Engineering Company in Pennsauken, N. J., have deserted the SIU and have become Teamsters, as Paul Hall's industrial division continues to come tumbling down.

judge found that the "union was primarily responsible for the breach of the peace," and ordered that the union must pay three-quarters of the cost of the hearing and that it must pay the company's lawyers' fees and expenses.

Then came the decree that the union must pay the salaries of three

Montgomery Ward Grievance Session



The Teamster Montgomery Ward Council (above) met in Albany, New York, last month in its quarterly grievance session with the company. Seated at the head of the table is Richard C. Scheidt, MW labor relations manager. On his left, Sam Baron, field director of the National Warehouse Division; on Scheidt's left, Don Peters, chairman of the Teamster MW Council. Others pictured are council members. Charles Bud (third from left), secretary-treasurer of Local 794, was host for the meeting. At right are Peters, Baron, Teresa Mahony, recording secretary, Local 794, and John Greeley, of the Eastern Conference of Teamsters, at a meeting held with Albany members to discuss contract proposals for the next agreement.



Bowman Transportation Company vice presidents who had been present during the course of the hearings.

The judge then set bond for three union officials and 19 rank-and-file members at \$20,000—which was not bond at all, but rather a damage judgment to be posted with the clerk of the court in the event that there was any more damage to Bowman trucks.

Bowman's trucks are all insured up to 100 per cent of their value.

Further the judge enjoined the union from any further picketing, and stated that if there was any more violence he would forever bar the local union from doing business in the State of Alabama.

When it was pointed out to the judge that the local union was broke and that the men had been on strike and had no money for bond, the judge told the men and the union to get the money from the Southern Conference of Teamsters or from the International Union, even though neither were a party to the suit.

Lawyers for the union and the men sought to file for a writ of habeas corpus. They found that the judge had taken a 10 day leave of absence to parts unknown. Another judge heard the argument but said he was powerless to act.

Finally the first judge made his way back into town and was asked to modify the \$200,000 bond. He admitted that the group had been model prisoners and let them out for the Easter weekend. They reported back to jail on the Monday following Easter.

As this is written, they are still awaiting decision on their writ of habeas corpus, an action which usually takes only 24 hours at the most.

Meanwhile, a grand jury had been convened and was hearing evidence from strikebreakers and scabs. It called not a single Teamster. At the conclusion of its hearings, it returned a criminal indictment charging violation of the Hobbs Act and violation of a bill sneaked through the last session to congress which makes it a crime to obstruct the movement of freight in interstate commerce.

Specifically, the group is charged in the Hobbs Act indictment of attempting to "extort" a collective bargaining agreement, and the indictment is even more brazen when one considers that the only agreement the Teamsters want from Bowman is the one other union truckers have with Teamsters in the area.

Shop Card Displayed



Vending machine service trucks in the San Francisco Bay Area are decorated with a new Teamster shop card which was designed by Local 856 and approved by International Secretary-Treasurer John F. English. Shown here is Stan Cleghorn (left) manager of Glaser Bros., largest tobacco and candy distributor in the West, and Local 856 Secretary-Treasurer Rudy Tham. They are affixing the new shop card to one of Glaser's vending machine service trucks.

Labor lawyers point out that if the theory behind the Hobbs Act indictment stands, union and members are under the threat of such an indictment and a 20 year prison sentence every time a picket line is established, regardless of whether or not violence is involved. Merely the threat of economic

loss to an employer will be sufficient to establish that coercion was involved in the strike.

Such an interpretation of the Hobbs Act would repeal the Wagner Act which years ago gave the worker the right to engage in collective bargaining with his employer.

A Knock in the Night

Remember the terrorizing stories out of Hitler Germany before World War II about the knock on the door in the middle of the night by the Nazi SS troops of Heinrich Himmler?

Recall the gripping suspense of the movie with the Soviet setting in which the Red secret police knock on the door in the dead of night?

Remember how glad you were that it couldn't happen here in the United States?

For slightly over a year Bobbie Kennedy has been U.S. Attorney General.

The other night in Philadelphia, a reporter for Associated Press was awakened at 3 a.m., by a knock on his door by agents of the Federal Bureau of Investigation. The agents wanted to question the reporter about a story he had written concerning a steel executive and the price increase in steel.

The FBI agents stated that they had been sent by Bobbie Kennedy. Bobbie Kennedy's action in ordering the investigation in the dark of night is reminiscent of Heinrich Himmler in the days of Hitler Germany when the German people lived in fear of the knock on the door in the middle of the night.

The International Brotherhood of Teamsters has long maintained that Bobbie Kennedy has a police-state mentality.

President's Transportation Message Brings Mixed Reactions

PRESIDENT Kennedy's noisy crisis with steel prices in mid-April muffled the sound of his transportation message issued to Congress earlier the same month.

The 6,000-word message—of which less than 200 words concerned "labor relations"—gave Congress a set of Administration guidelines for overhauling the National Transportation Policy and received a skeptical review by Sidney Zagri, Teamster legislative counsel.

The message recommended explicitly that inequities be curbed in the transportation industry. It sought also to improve the industry as an element of defense preparedness.

To do this, said the President, competitiveness should be increased and federal subsidies decreased. He favored less regulation of passenger fares and freight rates on land, sea, and in the air.

Further, he suggested, federal aid should help develop mass transportation systems in and around major metropolitan areas. ("In less than 20

years we can expect well over half of our expanded population to be living in 40 great urban complexes . . .")

Reaction to Kennedy's message was immediate. Railroad spokesmen were pleased (rail stocks gained 12 points the next day). Waterway spokesmen, however, were displeased. The trucking industry took a wait-and-see attitude—one hand cocked to slug and the other hand ready to back-pat, depending upon which direction the government moved first.

It was in the area of labor relations where the President's transportation message rang hollowly. It stated that technological change probably would result in displacement of workers. But this dilemma could be solved, the President felt, through the Manpower Development and Training Act.

Otherwise, Kennedy said, transportation industry efficiency is equal in importance with labor-management relations. He said work conditions and company policies should work toward "increased productivity" while keeping in mind "job equities affected by technological change."

Kennedy authoritarianism arose like a monster from the sea in the closing paragraph on labor relations:

"The government also has an obligation to develop policies and provide assistance to labor and management consistent with the above objectives."

In the vernacular of current events, this means the government must be prepared to butt in on collective bargaining, offer guidelines for negotiations, gloat over whatever premature settlement might result, then sit back to wait for management's boomerang to clobber both labor and the American public. There is no assurance that a Presidential public whipping of big business will always force a reversal of any post-agreement price increases as occurred in the steel skirmish.

Actually, Kennedy's authoritarian paragraph had a far more serious connotation. Remembering that the President was asking Congress for a written National Transportation Policy, his words are clearly a request for legislated power to regulate collective bargaining at will.

Joint Council 53 Aids Hospital



Twenty-six Local Unions affiliated with Teamsters Joint Council 53 at Philadelphia recently held a campaign-raising fund on behalf of Deborah Hospital and Sanatorium in Browns Mills, N. J. Some 55,000 Teamsters in Eastern Pennsylvania and southern New Jersey were asked to contribute to help the hospital which is a free-care non-sectarian institution specializing in heart and chest ailments.

Shown here at a report session are officers and delegates of the Joint Council including, in the front row from the right, IBT Vice President John B. Backhus, Edward Hart-sough and William L. Greenberg, president and secretary-treasurer respectively of Local 929, co-chairmen of the campaign.

In this context, it should be recalled that during the most crucial moment of the steel fight, the President considered asking Congress to legislate steel prices.

The Administration's reasons for desiring tremendous transportation industry power authorized by Congress were outlined at the beginning of his message:

"An efficient and dynamic transportation system is vital to our domestic economic growth, productivity, and progress. Affecting the cost of every commodity we consume or export, it is equally vital to our ability to compete abroad. It influences both the cost and the flexibility of our defense preparedness, and both the business and recreational opportunities of our citizens . . . Transportation is thus an industry which serves, and is affected with, the national interest."

Later, the President discussed the public interest but only insofar as transportation mergers of the future were concerned. He said: "This Administration has a responsibility to recommend more specific guidelines than are now available and more specific procedures for applying them."

Changing Scene

The bulk of the Kennedy message discussed in great detail the changing passenger and freight scene in the U.S.A. He emphasized the national trends in rail, truck, air, and waterway shipping. An entire section was devoted to mergers.

Reading the message, a stranger would have to realize what transportation labor and management have known for a long time: Local and state boundaries have gone by the boards, yet cumbersome rules and regulations remain to snarl the industry at every turn.

Noteworthy here is that the President, anxious for the industry to operate in a truly national network braced by a National Transportation Policy, failed to allot a companion role for labor.

He might have told Congress that labor, too, must be encouraged to cut the ties binding collective bargaining and negotiate increasingly on a nationwide basis. But he said nothing along this line.

Instead, the message almost exclusively recommended legislative action to affect the industry. Even then, the President avoided discussing the controversial issues of common owner-

ship, statutory rule of rate-making in freight, diesel fuel taxation, and highway user charges.

An extension of bulk commodity exemptions, now enjoyed by water carriers, to other forms of transportation was proposed. Such exemption would not place all carriers or shippers on an equal footing, however, as the President seemed to hope.

Rather, elimination of minimum rates would permit railroads, with their great resources and diversification of commodities hauled, to eliminate competition of trucks and water carriers because the latter two carriers specialize in their freight.

Neither would Kennedy's proposal establish equal conditions for shippers. Large shippers would get a tremendous advantage in rate bargaining, being able to drive the rate down in proportion to the size of their shipment. Also, the large shipper could bypass minimum rates on regulated

commodities via combination deals with the carrier.

Repeal of existing exemptions, on the other hand, would place all shippers and carriers on an equal footing. In this sense, Kennedy's preference in recommending extension of current exemptions is questionable.

Facets of the transportation message that the motor carrier industry probably will support are:

PIGGYBACK—"Assure all carriers the right to ship vehicles or containers on the carriers of other branches of the transportation industry at the same rates available to non-carrier shippers . . ."

MAIL—"I recommend that the Post Office Department be given greater flexibility in arranging for the transportation of mail by motor vehicle common carrier . . ."

THROUGH ROUTES AND JOINT RATES—"Congress should



- I. B. T. NEWS SERVICE

declare as a matter of public policy that through routes and joint rates should be vigorously encouraged, and authorize all transportation agencies to participate in joint boards . . ."

ENFORCEMENT—"I am requesting the National Conference of Commissioners on Uniform State Laws, in cooperation with the Interstate Commerce Commission, to develop and urge adoption of uniform state registration laws for motor carriers operating within states but handling interstate commerce. The Congress should . . . give the ICC authority to enter into cooperative enforcement agreements with the various states, covering both the economic and the safety aspects of highway transportation."

Motor carriers also can be expected to favor numerous recommendations on expanding and improving the highway system.

Already the Senate and House Interstate and Foreign Commerce Committees have indicated only two transportation items are receiving attention: S.2560 concerning elimination of inequities created by exemptions in the present law; S.3126 concerning problems of urban transportation.

Curiously, while the railroad people were ecstatic about Kennedy's transportation views, they may learn some day they were laughing while the knife was going in. Elimination of minimum rates would create competition for the first time among the railroads. Destructive rate wars could develop which, in turn, would be detrimental to the entire common carrier system.

The President's charge to Congress was a valiant drawing of the bowstring at an elusive target. However, the arrow vanished almost instantly. None can foretell at this point which direction the arrow went.

Following is the complete text of the "Labor Relations" portion of President Kennedy's transportation message to Congress, April 6, 1962:

"Technological advance in transportation must be explored and developed if we are to meet growing requirements for the movement of people and goods. New equipment often requires new skills, sometimes displaces labor and often requires retraining or relocation of manpower. An over-all reduction in manpower requirements in transportation is not inevitable, however; and the new

Manpower Development and Training Act will help those transportation workers in need of new jobs or new skills.

"For the long-range benefit of labor, management, and the public, collective bargaining in the transportation industry must promote efficiency as well as solve problems of labor-management relations. Problems of

job assignments, work rules, and other employment policies must be dealt with in a manner that will both encourage increased productivity and recognize the job equities which are affected by technological change. The government also has an obligation to develop policies and provide assistance to labor and management consistent with the above objectives."

Teamsters Union Urges Safeguards In Proposed Foreign Trade Bill

Concrete recommendations for promoting international trade while protecting American jobs have been given to Congress by the International Brotherhood of Teamsters and the position has been upheld by DRIVE resolutions throughout the country.

The proposals were presented by Legislative Counsel Sidney Zagri in testimony before the House Ways and Means Committee.

His statement was made during hearings on H.R. 9900—the Administration's proposed trade bill—which Zagri said "represents a major departure from U. S. foreign trade policy."

Zagri declared the Teamsters Union is "in complete accord with the stated objectives of the bill, but has serious reservations to many of the means proposed."

"Free trade," he said "presupposes fair trade. The keystone of a positive and healthier world trade policy is the creation and maintenance of equal standards of competition so that foreign and domestic suppliers will compete on the basis of their business abilities and not on the basis of differences in national economies."

Merely lowering tariffs, Zagri continued, does not promote competition and growth.

Zagri told the committee the key factor to be considered in trade policy is the value of labor content in products imported and exported. He said analysis of major concessions granted the U.S. by the European Economic Community and other countries covered in the General Agreement on Trade and Tariffs showed the concessions were to highly capitalized industries producing goods with low labor content.

"By contrast," he said, "concessions granted to EEC were in industries having a relatively high labor con-

tent."

Net result of this, Zagri continued, is that dollarwise the exchange is about equal, but jobwise it is not. The U.S. is, in effect, "importing" more labor than it is "exporting."

Zagri cited the dangers of U. S. industry moving into foreign countries to produce the same goods now manufactured here for shipment back to this country. He pointed out the exodus of industry from New England to the South "clearly demonstrates that the high wage area experienced loss of jobs, closing of factories and reduced wage rates.

The Teamster counsel quoted then Senator John F. Kennedy's statement in the Senate blaming migration to the low wage area for New England lagging industry.

"It would be well if President Kennedy re-read what Senator Kennedy had to say on the subject before he plunges into a program of reducing tariffs and subsidizing industry to adjust to the impact of imports," Zagri continued.

In his recommendations, Zagri proposed:

—Maintenance of the equalization of costs principle to strive for equality in competition.

—A Congressional veto by two-thirds of Congress over any agreement negotiated by the President under the bill.

—A bracket system of classifying articles which would cut across industry and commodity lines, having as a common denominator the percent of labor content. The yardstick to be used in assigning products to specific brackets would be the percentage of labor involved.

—Maintenance of existing peril point procedures.

—Retaining of Escape Clause as presently written.

Teamster Testimony Shakes Creditability of Wiretapping

THE International Brotherhood of Teamsters has gone to the forefront in fighting a bill sponsored by Attorney General Bobbie Kennedy which would make every telephone in the country a listening post for the justice department and the FBI.

Teamster objection to Bobbie Kennedy's broad wiretapping bill was presented at hearings on the measure before the Senate Judiciary Committee. Sid Zagri, Teamster legislative counsel, presented IBT testimony to the committee.

Zagri made shambles of Kennedy's request for almost unlimited powers to tap telephones. Zagri contrasted Kennedy's implication that broad powers would be all right in his hands even though present telephone taps violate the present law and Kennedy is doing nothing about it.

The IBT legislative counsel testified that his office phones were tapped, and that in order to insure privacy in conducting his business, even with senators and congressmen, he had to leave his office and make his calls from public telephone booths in a

radius around Teamster headquarters in Washington, D. C.

Zagri quoted the words of Supreme Court Justice Douglas who has said: "Wiretapping is an essential element of the police state. It is the ear of the Gestapo."

Asked if he had gone to the prosecuting attorney about his office phone being tapped, Zagri replied: "I would have to go to the man and ask him to prosecute himself under those circumstances," Zagri pointed out.

"I think when we live in a climate where you have this type of fear developing it can be said that we no longer live in a free society."

Zagri pointed out that wiretapping is already prohibited by Section 605 of the Federal Communications Act and that the net effect of Bobbie Kennedy's bill is to repeal section 605.

Teamsters across the land have adopted resolutions urging the Congress to preserve individual freedom in America by voting down the wiretapping law sponsored by Bobbie Kennedy and introduced in the Senate by John McClellan, of Arkansas.

Teamster's Daughter Honored



Mary Ann Gemmeralo, daughter of 21-year Teamster member Biagio Gemmellaro, of Boston, is honored by Massachusetts Gov. Volpe for winning the annual national citizenship award made by the Girls Clubs of America. Mary Ann was chosen for the award from among thousands and thousands of candidates.

THE DAR and Rigor Mortis

The Daughters of the American Revolution—who are most remembered for successfully blocking an appearance by Negro Songstress Marion Anderson at Constitution Hall some years back—have struck again.

At their 71st Continental Congress held recently in Washington, D. C., the Daughters resolved to urge Congress to place all labor unions under anti-trust laws and to "restrict the power of unions which engage in nation-wide strikes".

The Daughters—long afflicted with rigor mortis of the thought processes — further cemented their minds by hearing Fulton Lewis, Jr. as one of their speakers.

• Poverty in U.S.

One of the foremost economists in the world says two of every five Americans is impoverished and that higher wages are "urgently needed."

So commented Leon Keyserling in his documented study, "Poverty and Deprivation in the U.S.," published last month by the Conference on Economic Progress.

Keyserling concluded, based upon government statistics for the year 1960, that 38,000,000 persons—or one in every five—lives in abject poverty in the U.S.

He estimated that an additional 39,000,000 Americans live in a state of deprivation—that is, above the poverty line but with incomes less than the modest, adequate budget which the U.S. Department of Labor says is necessary to live.

Keyserling, who once headed the President's Council of Economic Advisors in the Truman Administration, said higher wages were "urgently needed" to improve the standard of living and stimulate the economy.

He warned: "The excessive emphasis upon wage restraint, for the alleged purposes of preventing price excesses and improving our international trade position, reflects a fundamental misreading of economic realities both past and prospective."

• Who's Using Who?

Sen. John L. McClellan (D-Ark.) has now gone to the discredited elements of the right-wing to peddle his proposal for placing transportation unions (S.2573) under the anti-trust laws.

The Manion Forum, produced by Dean Manion, recently interviewed the Arkansas Senator. Manion made plugs for S.2573 at the beginning and end of the radio program.

McClellan cheated the listening public by delivering a laundered version of his scurrilous attack upon the Teamsters Union and General President James R. Hoffa which the Senator made when introducing his union-busting bill to Congress, Sept. 19, 1961.

Manion, once head of the Notre Dame law school, made certain McClellan removed questionable elements of his Senate speech before allowing the Arkansas Democrat on the air.

• Underdogs Upheld

There's always a Teamster Union member around to stand up for the underdog. Take the recent case where the New Orleans Citizens Council offered free trips north for local destitute Negroes.

Carroll Bolding, a business agent for Teamsters Local 270 in New Orleans, was one of the first to call the Citizens Council offer by its right name.

Bolding said the organization was not so concerned with helping Negroes as it was "to embarrass those city officials in the North who happen to believe in civil rights for everybody."

Bolding added that it would be impossible for the Citizens Council to find enough money to send northward all Negroes dissatisfied with conditions in the South "because they would have to send all of us."

• To Draw Pension

Three members of Teamsters Local 401 in Wilkes-Barre, Pa., retired recently with a combined total of 108 years' service with one company.

William McCall, Local 401 secretary-treasurer, said the retirees are Henry and Preston Krell, brothers, who live in Hazleton, Pa., and Oscar Clay of Berwick, Pa. They retired under the joint union-company Central Pennsylvania Pension Program.

Truck Tonnage Up 11.1 Per Cent

Intercity truck tonnage in the week ended April 7, was 11.1 per cent ahead of the volume in the corresponding week of 1961, the American Trucking Associations announced recently. Truck tonnage was 0.9 per cent ahead of the volume for the previous week of this year.

These findings are based on the weekly survey of 34 metropolitan areas conducted by the ATA Department of Research and Transport Economics. The report reflects tonnage handled at more than 400 truck terminals of common carriers of general freight throughout the country.

The terminal survey for last week showed increased tonnage from a year ago at 31 localities, while three points reflected decreases from the 1961 level. Detroit and Charlotte terminals showed the largest year-to-year tonnage gains—up 35.5 and 31.3 per cent, respectively. Three other terminal cities registered tonnage gains of over 20 per cent, while six areas reflected gains of 15 per cent, or more.

Compared to the immediately preceding week, 23 metropolitan areas registered increased tonnage, while 11 areas showed decreases.

Percentage Change in Tonnage at

Truck Terminals in Selected

Metropolitan Areas for the Week Ended April 7, 1962

	Change from year ago	Change from previous week
Boston	+ 2.2%	+ 1.4%
New York	+ 1.9	+ 2.2
Philadelphia	+ 5.2	+ 2.6
Baltimore	+ 7.3	+ 5.1
Atlanta	+12.3	+ 0.3
Richmond	+12.6	+ 0.1
Charlotte	+31.3	+ 1.7
Jacksonville	+20.5	+ 1.0
Birmingham	+10.3	— 2.4
Buffalo	+11.3	— 4.7
Pittsburgh	+17.4	+10.0
Cleveland	+18.8	+ 4.8
Cincinnati	+ 3.4	+ 0.6
Louisville	+16.0	—11.5
Detroit	+35.5	+ 2.1
Indianapolis	+20.8	+ 1.2
Milwaukee	+22.2	+ 3.5
Chicago	+15.1	+ 3.3
Minn.-St. Paul	+14.9	— 0.1
St. Louis	+10.4	+ 0.4
Memphis	+15.1	— 2.2
New Orleans	+ 1.0	— 5.0
Omaha	+ 4.8	+ 0.5
Kansas City	+10.6	— 2.0
Oklahoma City	+ 2.5	+ 1.1
Dallas-Fort Worth	+ 8.3	— 8.3
Houston	+ 1.5	— 5.4
Denver	+ 3.0	+ 7.4
Albuquerque	—11.2	+ 1.2
Salt Lake City	+ 4.9	— 2.6
Seattle	+13.9	+ 6.7
Portland, Oregon	— 4.9	+11.9
San Francisco	— 4.1	+ 1.6
Los Angeles	+15.0	— 1.5
34 Metropolitan Areas	+11.1	+ 0.9

WHAT'S NEW?

Mount License Plate Without any Tools

A permanent, reusable license-plate fastener is being marketed for single and multiple-plate installations. With it, no tools are required to attach the plate to any part of the vehicle. Its flexibility eliminates plate damage, yet it won't vibrate loose.

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Versatile Battery Has Replaceable Cells

A Texas firm is offering a new line of batteries featuring replaceable cells with sliding caps, designed to reduce operational expenses and cut inventory costs. Although the battery comes in only two models, the attachable cells make it possible to form various sizes adaptable to most vehicles.

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Liquid Wash-'n-Wax For Passenger Cars

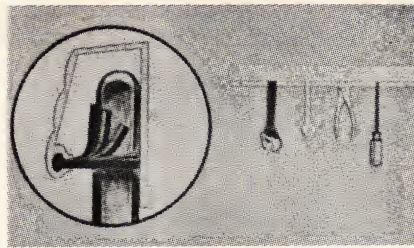
A leading manufacturer of chemical car care products is marketing a liquid wash and wax product for passenger cars which deposits a self-polishing wax finish during normal washing operations. This new concentrate adheres to all surfaces except glass. Therefore, there's no smearing of windows and mirrors. It also removes surface dirt from body wheels, chrome, trim and windows.

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Automatic Valve For Battery Acid

Dangerous splashing of acid or over-filling of batteries can be avoided through employment of an automatic battery acid valve for filling dry-charge batteries. This product features an adjustable tip which fits all dry-charge batteries. At the same time, the source connection adapts to all battery acid containers. The filler valve is made of long-wearing polyethylene.

Holds Tools Without Slots or Hooks



Neither slots or hooks are employed for holding tools in safety and readiness by a handy and novel tool rack. The handle of the tool is pushed into the wall fixture where it is held securely by rows of tough, flexible rubber fingers. A gentle sideways tug causes the fingers to release their grip, permitting the tool to slide out easily. The hanger is 18 inches long and mounts with two screws.

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Vehicle Lamp Line With Neoprene Mounts

All the housings of a line of vehicle lamps distributed from Chicago are made of neoprene rubber. These rubber housings absorb shock and vibration and reduce lens and bulb breakage, while at the same time forming a self seal against dirt and moisture. The lens snaps in and out easily. The lights have all-brass sockets, socket-holders and (if needed) mounting eyelets. In some units, a hole in the mounting accommodates conduit and inside connections. Some also feature a snap-mount that eliminates mounting screws. Thus, the overall design cuts the costs on installation, maintenance and replacement.

The line includes: Class A Type I double- and single-face and flush-mount turn signals; Class A reflector; Class B stop, tail and turn light; license plate lamps; two clearance lights, and a three-in-one lamp.

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Announce Line of New Cleaning Compounds

A new Jersey manufacturer has announced three new cleaning compounds especially suited to the automotive field:

Aluminum cleaner—for safe, effective use on all common metals and

aluminum alloys. It dissolves easily in warm water or cold for dip-cleaning methods.

Steam- or machine-cleaning liquid—removes oil, grease and other soil from metal or painted surfaces. The completely soluble liquid is non-toxic, non-corrosive and non-flammable.

Heavy-duty alkaline cleaner—removes aged rust preventives, mill oils, etc. from steel parts. For soak method, it prepares aged steel for electroplating, enameling or phosphatizing.

• • •

Waterless Skin Cleaner Also Medicated

A newly-introduced waterless skin cleaner removes various forms of grime encountered in automotive service while serving to help heal minor cuts and abrasions. It's medicated to help protect against skin disease and infection and is also non-inflammable.

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Positive Filtering By Dust Collector

Any shop that is plagued with grinding and machine dusts will welcome a unit dust collector that features positive filtering of air and is said to be capable of trapping 99.5 per cent of dust particles as small as 0.5 microns (especially valuable in diesel injector rooms). Offered in five basic models for filtering areas 60, 120, 150, 200 and 300 square feet, the units are suited to intermittent or heavy-duty continuous operation.

• • •

Safety and Convenience Of Trouble Light

Versatility and safety engineering are built-in attractions, of a new fluorescent trouble light that is cool, safe to handle and can be used near flammables without danger of fire. Waterproof and shock-resistant, the 20-inch long unit consists of an 11-inch fluorescent tube sealed in a plastic and rubber housing. It won't break from contact with cold or wet surfaces or from welding sparks and is resistant to vibration when machine mounted.



LAUGH LOAD

Sudden Death

Did you hear about the Broadway gambler who died of a very rare disease—five queens!

Safe with Us

Three women were having tea together.

Said one: "And so you see, my dears, we must keep it an absolute secret. Mrs. B. asked me not to breathe a word to anybody about it, as I was the only person she had told."

Said the second: "We won't say a word, my dear, you know that; as soon as Mr. B. told me, I said to my cousin, we must keep this absolutely to ourselves!"

Said the third: "Oh, of course, dear. When Mrs. B. told me, I warned my dressmaker that next time Mrs. B. went to see her, she was to treat her as if she knew nothing about it all."

And in chorus they said:
"It's quite safe with us!"

Only in America

In the United States today, the farmer is the only man who can lose money every year, live well, educate his children, and then die rich.

Tried and Trusted

Borrower: "I used to know Mr. Smithers who was with your bank. I understand he is a tried and trusted employee."

Banker (coldly): "He was trusted, yes; and he will be tried, if we are fortunate enough to catch him."

Legal Lingo

A young lawyer attended the funeral of a millionaire financier. A

friend, who arrived at the funeral a little late, took a seat beside the lawyer, and whispered, "How far has the service gone?"

The lawyer nodded towards the clergyman in the pulpit and whispered back tersely, "Just opened for the defense."

Double Header

The girl next door says it's very confusing—she has to play smart to get a job, but dumb to get a man.

Play It Safe

Now that cigarets are so improved, you get the notion that anybody who doesn't smoke can't be much interested in his health.

Just Wait

During a recent heat wave, a church in a small Midwest community featured this comment on its bulletin board: "You think it's hot here?"

Needs Help

In London, England, a sign on a butcher shop window proclaims: "We make sausages for Her Majesty."

Across the street, another butcher shop has this sign: "God Save the Queen."

You're a Mess

Cocktail party chatter: "Don't take another drink, honey. Your face is getting all blurred."

You're Fired

The head of a television network who was having trouble with his program department called in his executives for a lecture:

"Look," he said, "you guys have got to get on the ball. That's all there is to it. If we have any bottlenecks around here, I want you to get rid of them, and get rid of them immediately. Now, who has any suggestions?"

From the rear of the conference room a junior executive piped up. "Sir," he said, "I've had some experience with bottles, and from that experience I can tell you, the necks are always at the top!"

Cheerful

"George, do you realize that it's nearly a year since our holiday and that glorious day we spent on the beach. I wonder how we'll spend it this year?"

"On the rocks!"

Word to Wise

After saying his usual bedtime prayers, little Johnny was heard shouting out this petition:

"And, dear God, I pray that I will get a new bicycle for my birthday and an electric train for Christmas, if it isn't too much trouble."

"What are you shouting for?" asked his mother, "God isn't deaf."

"I know," said little Johnny, "But grandma is!"

Half Pint

Call it pride, or arrogance, but nothing makes an Alaskan so happy as the fact that Alaska is our largest state, exceeding even Texas in size. In a restaurant in Nome, this sign hangs on the wall: "Clam Chowder 50c. Texas-size 25c."

Not That Dumb

Ducks may be dumb, but they don't pay fancy prices for guns and equipment so they'll have an excuse to sit freezing in dreary marshes in the fall watching men fly south for the winter.

No Problems

Two girls were having a drink in a cocktail lounge. "I simply don't understand how the Russians can be so nasty," commented one. "Just a couple of drinks of vodka and I love everybody."

Basic Training

Mabel—It took eight sittings.

Tillie—What? Have you been having a portrait painted?

Mabel—No, learning to skate.

FIFTY YEARS AGO

in Our Magazine

From the May, 1912, issue of The Teamster

Why Labor Unions?

The spirit of democracy is in the air, so that men who are constantly influencing the government under which they live are naturally determined to have something to say about the conditions under which they are called upon to work. The employer can decline, as he often does, to recognize a union, and in that way he can provoke strikes, which in their turn, result in violence. When he does this simply because he is unwilling to recognize a labor union he perpetuates, and if he creates a state of war in industry, he must share the responsibility for this result because he acted so illogically.

When corporations decline to recognize a union, only because it is a union, they are taking an attitude which, logically, is indefensible.

Men owe a duty to society and unless all assist in some manner to make this world better, to improve the living conditions of the workers, we have lived in vain.

Epochs in all great world movements are a part of the Divine order and never purposeless and without meaning. Few of the great leaders of men and enterprises ever finish their careers, either in victory or defeat, who have not at some time met with treachery among their followers.

History repeats itself, and each crucial period in world movements is subject to its own peculiar phases of lights and shadows. The landmarks of labor are destined to leave a clear outline in the pages of United States history yet to be.

Noble, heroic men have given the best years of their lives, given the best of themselves for humanity in the championship of labor's cause. Now, at this crucial period in the industrial situation, monopoly hopes to retain its supremacy and appear clean and white if it can successfully blacken the reputations of all the brainy labor leaders it can, by hook or crook, by involving them in criminal scandal.

Fifty years ago labor unions were virtually in their infancy. As with any new organization, the first years are the hardest and they either make or break you. This was true with the trade union movement. It had to fight for every inch of ground that it gained and then fight harder still to hold those gains. This has been the story of the trade union movement since its founding days.

But labor unions had one overriding point in their favor that no one has before or since been able to gainsay. That is, that labor unions are a force for good established on the natural law that its members are social beings and as such are only using their right to establish social relationships with their fellow man. Man was never meant to live in isolation from his fellowman.

This in essence was the "gospel" preached by those who were promoting the cause of trade unionism in its infancy. In the May, 1912, issue of the TEAMSTER there were several short articles by leading political, literary and labor figures of the day who were arguing the cause of trade unionism. Their voices were not filled with hysteria or emotion. Their voices were not the voices of the rabble, but the clear, precise, intelligent voices of those who knew their cause was right and then presented it without fear of recrimination.

In the remaining space we have printed excerpts from some of the arguments for trade unionism that these early disciples of labor preached 50 years ago. Their arguments are as worthy of consideration today as they were then—because this is truth and truth is immutable.

A long study of the history of labor organizations has convinced me that they are not only the best friends of workmen, but the best agency for the employer and the public; and to the extension of these associations, political economists and statesmen must look for the solution of some of the most pressing and difficult problems of our time.

Labor's leaders invite investigation—honest investigation—and consequent vindication from unjust suspicion and criminal reflection that has been cast upon their organization. But commercial circles also have their knaves who would hesitate at nothing to defeat and destroy the labor union. They would stain, disgrace and trample under the golden chariot wheels of mammon all those rugged leaders of labor, if it be possible, to find enough purchasable slander and persecution to do their dirty work.

Organized workers do not only stand for progress in their respective

countries, but also are the strongest advocates of peace among nations. The labor movement the world over aims to bring about universal peace instead of allowing nations to rival with each other in securing the latest weapons to murder each other.

No doubt capital's side of the question claims competent and conscientious students of the industrial problem—all the difference lies in the viewpoint.

Ideal social systems do not come that way by the twinkling of an eye. They are born. They grow. They change. They are a development. Taking advantage of every factor which helps in this development, and ignoring no man who has a contribution to offer, we must go on to better things with the consciousness that only the end of days will see perfection, for soon we shall outgrow any system that may be inaugurated, because we are constantly moving on toward the ideal.



DOING
SPRING
'HOME
WORK'?

... make
sure
everything is
**TEAMSTER-
DELIVERED**